

# The Hongkong Telegraph.

WEATHER FORECAST  
FAIR.  
Barometer 30.11

(ESTABLISHED 1851)

Copyright, 1913 by the Proprietor.

March 28th, 1913, Temperature a.m. 60, p.m. 62; Humidity... 67, 64.

March 28th, 1912, Temperature a.m. 62, p.m. 62; Humidity... 61, 60.

9054 晚一廿月二年丑癸

FRIDAY,

MARCH 28, 1913.

五拜禮

號八廿月三英港香

888 PER ANNUM  
SINGAPORE CORP. 10 CANTON.

## AMERICAN DISASTER.

### GREATEST CATASTROPHE SINCE SAN FRANCISCO EARTHQUAKE.

#### DAYTON CITY'S TERRIBLE FLIGHT.

[Reuter's Service To The "Telegraph."]

London, March 27.  
Reuter's correspondent at New York wires that six middle-west States have been stricken with the greatest disaster since the San Francisco earthquake.

The floods are increasing, and are sweeping especially over Indiana and Ohio.

So far incalculable destruction has been wrought.

Telegraphs, telephones and railways are interrupted, and most of the cities are isolated.

City in Flames.

But Dayton, Ohio, which is the centre of a yellow river four miles wide, is the chief sufferer.

The glare of burning buildings has lit up the sky and illuminated the rushing flood whereon uncounted dead are being swept away.

The business section of the city is afloat, and refugees from the floods marooned in houses are leaping from roof to roof in order to escape the flames.

It is reported that men have shot their families rather than witness their sufferings.

#### 12,000 People Imprisoned.

It is estimated that 12,000 people are imprisoned in buildings. The troops are unable to reach the city, which is the prey of looters.

A later message from Reuter's correspondent at Dayton states that snow is falling there and fire is sweeping whole blocks of buildings in the business district, the flames leaping a hundred feet in the air.

#### Better News.

Later.

Reuter's correspondent at New York wires that there are now good prospects of the floods rapidly subsiding. Clear, cold weather prevails, and everything is being done to relieve the sufferers.

## JAPANESE AFFAIRS.

### A "TIMES" COMMENT.

London, March 27.

A special article appearing in the "Times" on the occasion of the passing of the Japanese Budget discusses the financial situation.

It considers that, on the whole, the situation is satisfactory despite the heavy burdens imposed on the country. It commends the wise determination to reduce the Debt and the well-conceived retrenchment already carried out, and says there does not appear any substantial reason for the late pessimistic rumours nor for the depreciation of Japanese securities.

The latter matter will concern the people of England, not only on account of their large investments, but because it is important that our Japanese ally should be strong financially as well as from military and naval standpoints.

The article ascribes the decline of enthusiasm and favour formerly accorded Japan to the short-sightedness of certain Japanese Executive Departments, and instances the failure to make effective the aid given by the Hague over a decade ago relative to British properties acquired under old Treaties, also the withdrawal of the right of British vessels from ashore in the coasting trade, and the onerous regulations imposed by insurance Companies.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

The funeral of Viscount Wolseley was the most impressive since that of the Duke of Wellington.

Montenegro is dissatisfied with the Powers' decision regarding the northern frontier of Albania as it affects her.

Further details show that the American disaster is the greatest catastrophe since the San Francisco earthquake.

It is estimated that 12,000 people are imprisoned in buildings in Dayton City, Ohio, owing to the terrible floods.

The remainder of the text of Mr. Churchill's speech is given in telegrams; he again held out the olive branch to Germany.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

A special article in the "Times" deals with the financial situation in Japan, which is considered on the whole to be satisfactory.

Refugees from the floods, marooned in houses, are leaping from roof to roof in Dayton, Ohio, to escape the flames raging in the city.

Telegrams show that before the surrender of Adrianople, entire companies of Bulgarians were moved down before the Turkish positions were reached.

The reported surrender of Djavid Pasha and his army to the Serbians proves to be premature.

The town of Chatalja is now in Bulgarian hands.

A Bill is to be introduced in the Canadian House of Commons providing for Canada's accession to the Anglo-Japanese Treaty of Commerce and Navigation, 1911.

### LOCAL.

The New Bändmann Opera Company is to present "Gipsy Love" at the Theatre Royal to-night.

Two cases in which Messrs Arndt were defendants, were mentioned in the Summary Court to-day.

A case in which W. Anfermann is being sued in the Summary Court for \$5, was fixed for hearing on Saturday week.

At the Summary Court, this morning, Mr. Justice Kemp remarked that there was a very heavy list down for hearing.

The Hongkong Volunteer Reserves were inspected on the parade ground at the volunteer headquarters last night.

On another page an interview appears, with Major General Sir Alfred Turner K. C. B., one of the directors of the British North Borneo Company.

## TELEGRAMS.

### THE NAVAL ESTIMATES.

#### M. CHURCHILL'S GREAT SPEECH.

Reuter's [Service to the "Telegraph."]  
London, March 27.

Continuing his speech on the Naval Estimates, Mr. Churchill said:—

"There is, I fear, no prospect of avoiding large and continuing increase in the Naval Estimates in future years unless the period of our rivalries and of rapid scientific expansion through which we are passing comes to an end. Of all nations in the world, we are perhaps the best able to bear such a strain if it should continue. We have greater accumulations of capital than are to be found elsewhere. We are free from the need of maintaining an army of Continental scale; our fiscal and financial system enables large expansions of taxation to be made without the cost of living to masses of the people being directly affected. But although we are unlikely to be in grave difficulty for supplies of men and money, and although the maintenance of our Naval security must always be regarded as a first charge on the resources of the British Empire, yet the evil and inhumanity of what is now taking place here and all over the world is so patent to the meanest intelligence, that concerted effort to arrest it should surely be the first of international objects."

A "Holiday" Suggested.

There is, happily, a way open—which will remain open—whereby the peoples of the world could obtain an almost instantaneous mitigation of the burden in which they are involving themselves. Everything is relative. The strength of one Navy is its strength compared with another. The value of a ship depends entirely on the contemporary ship it may have to meet. The usefulness of a naval invention ceases when it is enjoyed by other Powers. Yet we see the ship types of every Naval Power superseding those of the previous year with remorseless persistence, scores of millions being absolutely squandered, while every year all Naval Powers making not only the fleets of their rivals but their own fleet obsolete without adding to their relative strength or actual security. Could any process be more stupid? The question that should be asked of the great Powers is this: If for the space of one year no new warship were built by any navy would your naval interests or national security be prejudiced in any conceivable way? Why should we not take a naval holiday for a year so far as new construction or the new construction of capital ships is concerned? That question I asked last year. That proposal I repeat this year. It implies no abandonment of any scheme of naval organisation or naval increase, imposes no check on developments of true naval efficiency, and the finances of every country would obtain a relief. No navy would sustain the slightest injury. This is no appeal of weakness, panting behind, which we make, but of strength striding on in front. It is an appeal which we address to all nations, and to no nation with more profound sincerity than to our great neighbour over the North Sea. Let me say at once and without reserve how much we welcome the calm friendly tone and temper of the recent German naval discussion. Britain and Germany have a conviction that the desire of both is to preserve peace.

## TELEGRAMS.

### THE NAVAL ESTIMATES.

#### FUTURE POLICY.

Reuter's [Service to the "Telegraph."]  
London, March 27.

Mr. Churchill then turned to British construction and said: "I am glad to say that nothing has happened during the year to alter the numerical programme submitted in 1912, giving for a six years' period Britain 25 Dreadnoughts against Germany's 14. I said that two ships would be added to this total for every extra vessel laid down by Germany. Additional to this there would be any ships we might have to build in consequence of the new naval developments in the Mediterranean. But no such developments could be observed at the present time. Proferring, he emphasised that the Federated Malay States Dreadnought and the three ships now under discussion by Canada would also be additional, that being a specific condition on which they were given and accepted. "These," he continued, "are based on naval policy which will be rigidly and inflexibly pursued during the next few years, and which will, we believe, place the country and the Empire beyond the reach of purely naval pressure and which need not at any stage of its execution be fomented into a cause for quarrel with our German neighbours."

#### Meeting Arguments.

We will now explain three subsidiary objections which may be urged from different parts of the House. The first is that there is an obvious dilemma about the Colonial ships. Either it is said our standard of 40 per cent. is sufficient for the time being or it is not. If it is not, give us your proof and if we are convinced we will increase it. If it is sufficient then the Colonial ships are redundant and from that very fact an unjustifiable extravagance. That is in my opinion a false dilemma. The people of these islands cannot be expected to go on indefinitely bearing the whole burden of Imperial and Naval defence. We have done and are doing our duty to the Empire. We are confronted with a great pre-occupation with regard to European waters, in consequence of which we are making naval preparations hitherto unequalled in the history of peace. The maintenance of a very strong navy at the decisive theatre is in itself the main safeguard of peace and the security of the whole British Empire. We have also now and in the immediate future the power by making special arrangements to send powerful squadrons to support of the Empire which may locally be threatened. It is evident, however, that were the pressure in the decisive theatre to grow continually our power to detach local reinforcements would be gradually diminished. It follows that overseas Dominions to make exertion of their own add to the common security whether by the provision of local navies or by what is more effectual, making additions to the Imperial Navy which will preserve and restore the world-wide mobility of its squadrons. It could not be supposed, however, that the naval development of the Dominions could be restricted on account of the European standard. They, like us must be absolutely free to choose the method of their naval development. It is also for them to choose whether their naval forces shall be additional to British standards or whether they shall be concentrated in aid of the heavy burden of the British taxpayer.

## TELEGRAMS.

### THE NAVAL ESTIMATES.

#### THE DOMINION SHIPS.

Reuter's [Service to the "Telegraph."]  
London, March 27.

Therefore, we can answer with regard to this false dilemma of the "Dominion" ships that they are additional to the requirements of the 60 per cent. standard. They are not additional to the whole world requirements, the British Empire.

Turning to the proposed Canadian ships, Mr. Churchill said:—

While they will be directly controlled by the Admiralty we propose to form them with the "Malaya" and the "New Zealand" into a new squadron of five ships of high uniform speed to be called the Imperial Squadron and based at Gibraltar, whence they will be able to reach Halifax in five days, Quebec in six days, Jamaica in nine days, the South American coast in 12 days, Cape Town in 13 days, Alexandria in three days, Sydney in 28 days, New Zealand in 32 days, Hongkong in 22 days, and Vancouver in 23 days? Our intention is that the squadron shall as opportunity serves cruise freely about the Empire, visiting the Dominions and be ready to operate at any threatened point home or abroad. The Dominions shall be consulted on all movements not dominated by military considerations, and special facilities will be given for Canadian, Australian, South African, and New Zealanders to serve as men or officers in the squadron. In this way a true idea will be given of a mobile Imperial squadron of the greatest strength and speed patrolling the Empire, showing the flag, and bringing effective aid where needed. The squadron could be strengthened from time to time and supplied with light cruisers if any of the Dominions saw fit. Side by side with these the Dominions would be encouraged by the Admiralty to develop naval bases, dockyards, cruisers, and local flotillas or other auxiliary craft which would be necessary to enable the Imperial Squadron to operate for a prolonged period in any particular threatened theatre.

There is no more valuable principle than Imperial Federation and interdominion action. We cannot control these developments. Each Dominion is absolutely free to take its own course. The Admiralty will do its best to work loyally with the responsible ministers of any government which may come into power in any part of the Empire. That is our duty; but it is also our duty, with our knowledge and experience of naval matters, to state clearly what we believe to be the right and sound plan for those important developments to follow, and to combine as far as possible what is best for each with what is best for all. Mr. Churchill then pointed out that he had offered in 1912 to build no British capital ships this year if Germany built none. This had not borne fruit, as Germany had already sanctioned ships for 1913. Every event, he added, brings its consequences with it. Canada has come forward, the wealthy protectorate of the Federated Malay States has come forward, the Dominions of Australia and New Zealand are already acting, and South Africa is on the move. A sustained impetus has been given to the opinions of millions of men and the great communities spread across the face of the earth have been actuated by a common impulse.

## TELEGRAMS.

### THE NAVAL ESTIMATES.

#### AGREEMENT FOR 1914.

Reuter's [Service to the "Telegraph."]  
London, March 27.

The results so far as one can see them are that nine capital ships will be constructed on behalf of the Empire in the year 1913. That year is settled. There can be no going back. But take 1914. I have no reason to believe that it is the desire of the German Government to postpone or cancel their programme for that year; but if so, they have only to make it known. No one builds Dreadnoughts for fun, and I can see no reason for not arriving at a complete agreement for 1914 not only on behalf of the British Government but on behalf of the British Empire. The programmes of France, Russia, Austria and Italy must also be considered, but I see no inseparable difficulty in that. The influence of Great Britain and Germany acting together for peace would be priceless and measureless. I am convinced that the present dreary epoch must sooner or later be terminated, and one of the most stupid and unnatural chapters in the whole history of European civilisation will be brought to a close.

Discussing the objection that as British superiority in pre-Dreadnoughts passes away Great Britain will have exchanged a general superiority of two to one for a Dreadnought ratio of 16 to 10. Mr. Churchill said:—

Taking into full consideration the obsolescence of pre-Dreadnoughts in relation to German new construction the programme will average 25 to 14, giving a ratio of 18 to 10. But the introduction of super-Dreadnoughts must be considered. Thus in 1920 the position will be 41 British super-Dreadnoughts and 24 German, or Great Britain 45 with the Malaysian Canadian vessels. Even then the superiority in pre-Dreadnoughts will not have ceased.

Technical Matters.

Turning the technical matters, Mr. Churchill announced that instead of building in 1912 one battle-cruiser and three battle-ships it had been decided that all four ships and the Malaya should be of a new type so that if this were repeated with a Canadian vessel there would be a homogenous squadron of eight vessels without their equal in the world. This was not the time to talk about the five battleships projected for 1913, but the development of naval power must not be stereotyped. He was convinced that the difficulties in regard to oil fuel would be overcome. He referred to the provision regarding aviation, dwelling on the excellence of the hydroplanes, and affirmed that the time had arrived to provide long-range airships of the largest type. It was proposed to enlist the services of some great manufacturing firm for the construction of rigid airships. Meanwhile he trusted that there would be no silly panic. If war broke out to-morrow it would be foolish to suppose that airships could decisively influence the general course of events.

Mr. Churchill announced that the Admiralty had arranged to lend to first-class British liners guns, ammunition and trained gunners to enable them to protect commerce against armed foreign merchant steamers in time of war. He deplored the delay in sanctioning the Marconi contract. We had lost through the delay an irreparable position. He described at length the reorganisation which had greatly added to the strength of the battle squadrons. The armoured cruiser squadrons had also been reorganised, that stationed in the Mediterranean having been greatly strengthened.

## TELEGRAMS.

### THE NAVAL ESTIMATES.

#### A BIG MARGIN NEEDED.

Reuter's [Service to the "Telegraph."]  
London, March 27.

In the 700 war vessels of all kinds which Britain could mobilise to-morrow, the service and training of every man would be at the very least twice as great as in any other navy in the world.

Mr. Churchill concluded by desiring explicitly to repudiate the suggestion that Britain could afford to allow another naval power to approach so nearly as to be able to restrict her political action by purely naval pressure. Such a situation would unquestionably lead to war. A small margin of safety would involve a strain on officers and men which would be intolerable. It would mean that Britain instead of being free and independent to intervene in European affairs and doing the best she could for all the world would be forced into a series of entanglements and would be committed to action of the gravest character in fulfilment of the bargain necessitated by our naval weakness. He asked: "Is there any small nation in Europe; any young people struggling to acquire or maintain independence, who would not be with rejoicing any reinforcement of the British fleet? Is there any great Power which during these anxious months of tension and danger has not been thankful that the influence of Britain in the European Concert is a reality and not a shadow, and that she has been free and strong to work for that general peace which is precious to all and precious most of all to us?"

Mr. P. Maffei, Liberal M.P. for Barley, followed Mr. Churchill. He urged that any Colonial offer of co-operation should be submitted to the House for consideration and approval before being accepted by the Cabinet.

The debate was adjourned.

Scenes.

Attempts by the Opposition to bring about a snap division on the Appropriation Bill led to a heated scene. Ministerialist rose to continue the debate until the Government forces were mustered, but nevertheless the Government majority fell to 30. Afterwards Mr. William Moore, Conservative M.P. for North Armagh, described the conduct of Mr. O. F. G. Masterman as disgraceful. He refused to withdraw the statement and was suspended. This was followed by angry scenes. Sir Clement Markham characterised the Opposition as a "pothouse crowd," and instantly there was an uproar. Sir Clement refused to withdraw and he was ordered to leave the House, which he did.

The Only Sufficiency.

Later.

During the debate on the Naval Estimates, Mr. A. H. Lee, Unionist M.P. for Fareham, argued that it was necessary to commence at least one additional ship this year; even then, and counting the New Zealand ship, we should only just have in 1916 a margin of 16 to 10 compared with Germany. Nothing less than two keels to one, including the Dominion ships, was really sufficient.

## DON'T FORGET.

### TO-DAY.

Bijon 9.15 p.m.  
Victoria Theatre 9.15 p.m.  
Bändmann Opera Co., Theatre Royal, 9 p.m.

### TO-MORROW.

Bijon 9.15 p.m.  
Victoria Theatre 9.15 p.m.  
Bändmann Opera Co., Theatre Royal, 9 p.m.

Oxford and Cambridge Dinner.  
R.H.K. Yacht Club Regatta.  
R.G.A. Sports U.S.R. Club, Kowloon 2 p.m.

United Services Recreation Club. Annual General Meeting 6.30 p.m.



## Notices

# YOST TYPEWRITERS

## NEW MODEL No. 20

### VISIBLE WRITING

Standard Keyboard with Fractions up to 16ths.  
suitable for

MERCHANTS.

ENGINEERS.

BROKERS.

BANKERS, ETC.

BRIEF MODEL

For Lawyers, Accountants, etc., etc.

FRENCH MODEL

For Foreign Correspondence.

Special Monthly instalments if desired.

## MACLEWEN, FRICKEL & CO.,

Have been appointed Sole Agents for the above for  
South China

4, DES VŒUX ROAD, HONGKONG.

SHAMEN, CANTON.

## THE OVERLAND 1913 MODEL.

Why pay fancy prices when you can get  
quality, workmanship and finish combined in the Over-  
land for about \$2800? The price is \$400 less than  
other makes of a similar car.

A full line of accessories in stock at all times.

**DRAGON CYCLE DEPOT.**

(Prospective Buyers can try this Car free of charge.)

## J. T. SHAW. THE GENTLEMEN'S HOUSE.



THE FINEST FOOTWEAR  
IMPORTED TO HONGKONG.

Cut for Quality—  
Made for the Man's Comfort  
Economy and Good Appearance.

21, HONGKONG HOTEL BUILDINGS, QUEEN'S ROAD.

## AMERICAN CORSET STORE.

MANILA BLOUSES,

RUFFLES AND HATS.

Both Imported and made to  
order.

New Stock of IRISH

Crochet.

Our EXCLUSIVE designs

in dress panels and dainty

Hats.

KWONG CHEONG.  
IVORY, SANDALWOOD,  
LACQUERED WARE.  
GOLD AND SILVER  
ORNAMENTS.  
43, Queen's Road.

WING HING  
HIGH CLASS TAILORS  
AND  
EXPERIENCED CUTTERS.  
Perfect Fit Guaranteed!  
64, Queen's Road, Central.  
Tel. 1147

S. L. M. SHERIFF BROS.  
Dealers in  
PRECIOUS STONES  
OF EVERY KIND  
and the  
FINEST OF CHINESE JADE.  
81, Queen's Rd. Opp. Clock Tower.

GRACA & CO.  
Under Hongkong Hotel.  
ASIATIC AND FOREIGN  
POSTAGE STAMPS.

## Notices

## THE WISE

Forward Their Parcels and Cases, etc.

BY THE

**CHINA EXPRESS CO.**

## THE OTHERWISE

TAKE THE CONSEQUENCES.

Connections with the principal Express and Forwarding Agencies  
throughout GREAT BRITAIN, THE COLONIES, AMERICA  
and the CONTINENT of EUROPE.

PACKING AND WAREHOUSING,  
BAGGAGE STORED or TRANSHIPPED.

Telephone No. 614. **CHINA EXPRESS CO.** 4, Des Vœux Street.  
(ESTABLISHED 1844)

## Hotels.

## HONGKONG HOTEL

A LA CARTE GRILL ROOM.

Now Open.

Hongkong, 20th April 1913.

J. H. JAGGART,  
Manager. [25]

## GRAND HOTEL.

QUEEN'S ROAD CENTRAL. TEL. ADDRESS "COMFORT."

Central Position; Large Airy Rooms; Hot, Cold and Shower Baths;  
Electric Light and Fans Throughout; Large Comfortable Lounge; Private  
and Public Bars; Billiard Rooms. HOTEL LUNCH MEETS ALL  
STEAMERS. Monthly Rates for Tiffin and Dinner. SPECIAL DINNERS  
AT SHORT NOTICE. CUISINE ENTIRELY UNDER EUROPEAN  
SUPERVISION. Special Rates for Married Families. On Application To:—  
Tel. No. 197. **F. REICHMANN,**  
PROPRIETOR. [63]

## ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)  
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under  
entirely New Management. Large and Comfortable Rooms, Excellent  
Cuisine under the supervision of an Experienced FRENCH CHEF, and  
separate Tables, Hot and Cold Baths, Electric Light throughout. Taxis  
moderate. First Class accommodation for Families and Tourists.  
For particulars and rates apply to PROPRIETORS.  
—Telephone, 170. Telegrams "Astor." [24]

## BOA VISTA HOTEL, MACAO.

UNDER NEW MANAGEMENT.

**DON'T FORGET!**

NEXT SUNDAY'S BOATS

LEAVE HONGKONG AT 9 A.M. AND 12.30 P.M.  
Telegrams "BOAVISTA." Tel. No. 48, MACAO.

## ST. GEORGE'S HOUSE.

A MODERN HOTEL WITH EVERY COMFORT.  
KENNEDY ROAD. Tel. 115.

THE ONE PLACE FOR A GOOD MEAL!

**THE IMPERIAL GRILL.**

SUPPLIES IT

OPPOSITE THE VICTORIA THEATRE.

## THE TOKYO HOTEL.

The BEST of Food served in the BEST way!  
Not only cheap But GOOD!

Try it and YOU will be satisfied.

TEL. 978. 18A CONNAUGHT RD. D.

## KING EDWARD HOTEL.

A FIRST CLASS HOTEL.

Under European Management.

Electric Light and Lifts.

Latest Improvements.

Reasonable Rates.

Telephone 875.

**H. HAYNES,**  
Manager.

Hongkong, 1st Aug., 1912. [55]

## HOTEL CRAIGIEBURN PLUNKET'S GAP

The Peak,

near the Tram Terminus

Tel. 56.

For Terms apply to the

MANAGER.

## THE TAIWAN RAILWAY HOTEL.

TAIPEH, FORMOSA.

Under the Direct Management of the  
Taiwan Railway Dept.

EXCELLENT CUISINE  
GOOD SERVICE RATES  
(YEN AND UP).

Uniformed hotel porter meets all  
trains and steamers. Luggage are  
ranged for without any trouble to  
guests.  
Hongkong, 1st Feb., 1913. [132]

## EUROPEAN AND CHINESE DINNERS

WILL BE SUPPLIED

By the

NEW PROPRIETOR

of the

The Old Skating Rink.

## Notices

## WE BEG TO ANNOUNCE



that we can now manufacture on our premises  
the new Kryptok invisible bifocal Lens.

The old style of cement bifocals with their  
disfiguring and annoying dividing line has  
been supplanted by a new lens with two focal  
the upper portion of the glass for distance and  
the lower for reading, ground from one single  
piece of glass.

You who wear two pairs of glasses may  
now use one pair instead. No one can tell  
that you wear bifocals. No need to blotter  
no thin segments to lose off.

Call and inspect this line. We grind  
Kryptoks in regular or toric form.

WE LEAD, OTHERS FOLLOW.



MANILA

OFFICE

78, ESCOLT

## SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE.

Very palatable.

Known throughout the world and prescribed in all cases of  
Anemia, Debility and Conspicuousness, to young women, children  
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition  
to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

**CLETEAS** is a MELISSA and MINT cordial  
which surpasses all others by its  
purity and faultless preparation. To be taken on a lump of sugar.  
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).  
CALDERON MACGREGOR & Co., Hongkong.

## K. A. J. CHOTIRMAL & CO.

CHEAP SALE!

FOR ONE MONTH ONLY FROM TO-DAY.

SILKS, AND CHINESE GOODS OF THE BEST VARIETIES.

No. 37 Queen's Road.

## LEE BROTHERS.

The ONLY opticians worth

visiting!

ALL FACILITIES FOR TESTING EYES.

A THE BEST WORK GUARANTEED!

16, D'AGUILAR STREET.

## MACGREGOR'S

"V.O.S."

"PARLIAMENT BLEND"



**AQUARIUS:**  
THE MINERAL WATER  
PAR EXCELLENCE.

## COME TO MEHTA & CO.,

FOR FINE OLD EMBROIDERIES

AND SILKS.

WE ARE THE SILK MERCHANTS!

HONGKONG HOTEL BUILDINGS.

## NOTICE

THE Firm of KUHN & KOMOR, Hongkong (A. Kuhn Proprietor)  
has been sold to Messrs. KOMOR & KOMOR, (S. Komor Pro-  
prietor), as a going concern, and all Accounts due to the said A.  
Kuhn have been assigned to the said S. KOMOR.  
All Accounts owing by the said A. Kuhn have to be presented  
for payment on or before the 10th day of April, 1913.  
After that date Claims will not be recognised.

The said S. Komor will continue THE SALE OF THE STOCK  
IN QUEEN'S ROAD for a short time; and will continue the Business  
in Des Vœux Road Central, Alexandra Buildings, under both names  
KUHN & KOMOR and KOMOR & KOMOR.

ARTHUR KUHN  
SIEGFRIED KOMOR

## OUR CONTEMPORARIES.

Daily Press.

Cost of Living in Hongkong.  
Another factor which Mr. Car-  
lton omits to mention is the de-  
preciation in the value of the  
subsidiary currency circulating in  
the Colony. The bearing of this  
on the cost of living is too often  
overlooked; yet it is plain that if  
it was necessary for the shop-  
keeper to raise the price of his  
goods when the dollar fell in  
value, it was equally necessary  
for him to raise it sufficiently  
to cover also the additional  
depreciation of the subsidiary  
currency resulting from over-issue.  
So far as the cost of living is af-  
fected by the increased cost of  
labour and the increased cost of  
commodities, if we could reckon  
this apart from the enhanced  
rentals—there is probably little  
difference between condition in  
Hongkong and Shanghai. The im-  
portant, the dominating factor in  
the whole question is house rent,  
which in the last decade has in-  
creased 50 to 100 per cent. This  
is the factor which governs all  
others. If the storekeeper's rent  
is doubled, he pays it by increas-  
ing the price of the commodities  
to the consumer; if the labourer  
finds his rent and the price of his  
necessities increased, he must per-  
force demand higher wages; again,  
the employer—say, the baker or  
the shoemaker—must raise his  
charges to the customer for the  
same reason. And so it goes on.

South China Morning Post.

Abdul Hamid as Prophet.  
Toward the end of his reign,  
however, he changed his views.  
It is really quite time we drove  
back German influence. My  
Berlin Ambassador tells me the  
Kaiser's plan is to establish a  
German sphere of influence in  
Asia Minor. Do the Germans  
imagine we will surrender to their  
colonists the Anatolian district  
purchased by our forefathers at  
such great cost? In Anatolia we  
will and must remain alone.  
Thank Heaven we still have  
this last refuge for our people  
and co-religionists. And it is  
pressed on all sides. "And it is  
Anatolia that the Turks are  
bound to-day as hard as ever their  
legs can carry them, although  
the pressure has come from quite  
a different source than antici-  
pated by the ex-Sultan, and, as  
evidenced by to-day's telegrams,  
is very much the same. A smas-  
hing blow has been delivered at  
Turkish rule in Europe.

China Mail.

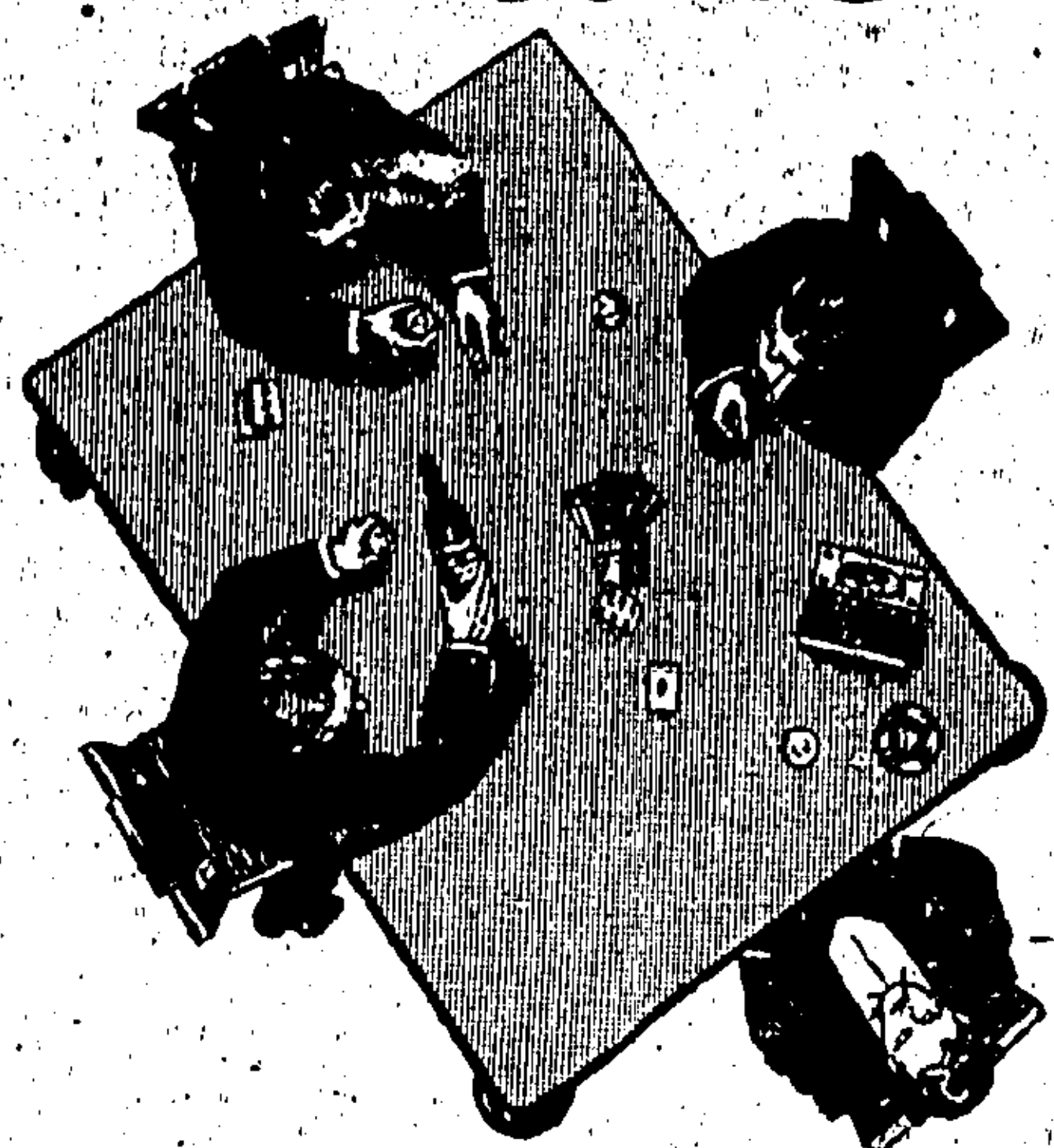
The Tokyo Imperial University.  
In the College of Engineering,  
the course of study extends over  
three years; at the end of the  
first and third term in each year  
examinations are held; at the end  
of the third year the students are  
required to send in a design  
and an essay for their gradua-  
tion. The courses of study  
in each department are very  
complete, and the students  
have opportunities for gaining  
practical experience in work,  
although it must be admitted that  
these are not so thorough as when  
the college was in the Department  
of Public Works, and the students  
had the run of all the works in  
that department. The total num-  
ber of students last session was  
5242; and former students are to  
be found in every department of  
national life in Japan.

Malays as Firemen.  
"Malay" writes to a Rangoon  
paper dated March 7:—In your  
notes of the re-organisation of  
the fire brigade you inquire  
whether Malays have been tried  
in any other brigade. I under-  
stand the whole of the Colombo  
firebrigade is manned by Malays,  
selected after a long and tedious  
process of "weeding out." Other  
nationalities tried were not suit-  
able. The Malays available there  
are nearly all descendants of the  
old rifle regiment raised many  
years ago in Penang and Aban-  
d in Colombo. Numbers are  
still in the police force and all  
appear to be more amenable to  
discipline than other classes of  
Orientals available.

For a good friend A. J. C. of  
the "Star" with "Widow" and  
"The Star."  
ALEXANDRA CAVE



**WATSONS**  
**No 10**



AS A PRACTICAL DISINFECTANT FOR USE  
AGAINST SUCH DISEASES AS  
PLAGUE & CHOLERA



IS UNRIVALLED

PROF. H. R. KENWOOD STATES  
"IT WAS FOUND THAT IZAL SOLUTION OF THE  
STRENGTH OF 1 IN 150 ACTING FOR 15 MINUTES  
DESTROYED THE PLAGUE GERM IN EVERY EXPERI-  
MENT."

AGENTS: W. R. LOXLEY & CO.,  
YORK BUILDINGS.

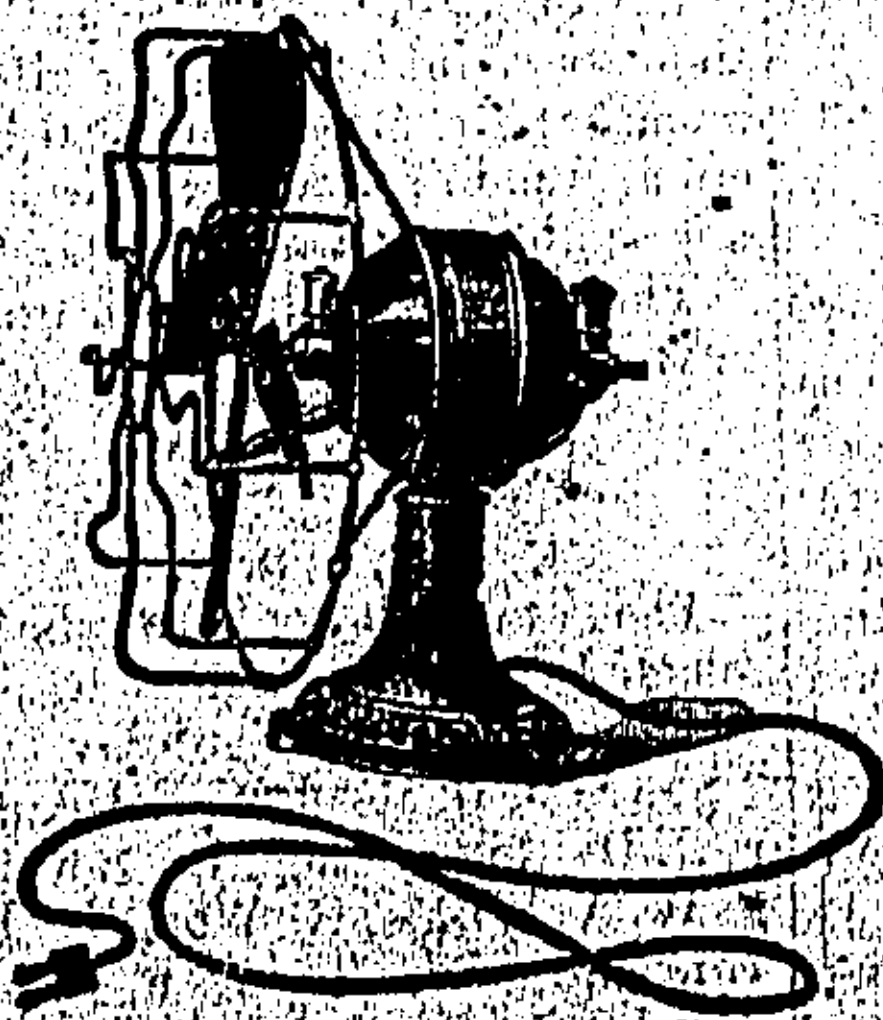
## REMOVAL NOTICE.

To enable the "HONGKONG TELE-  
GRAPH" to cope with STEADILY  
INCREASING BUSINESS, demanding more  
COMMODIOUS PREMISES, the office  
has been removed to No. 1 Ice House  
Road—Corner of Battery Path and Queen's  
Road.



**FANS.**

**THE HOT WEATHER**  
**WILL SOON BE HERE !!**



GET ONE OF OUR  
"A. E. G."  
FANS  
AND BE PREPARED.

ARNHOLD KARBURG  
& CO.,  
Sole Agents.  
Phone No. 8.

Awarded Gold Medal at the

Anglo-Japan-  
ese Exhibition.

London

1912.

The Best and  
Cheapest.



AGENTS  
MITSUI BUSSAN KAISHA LTD.



THE FINEST LONDON GIN  
DISTILLED BY  
Sir Robert Burnett & Co.  
OLD TOM GIN.  
DRY GIN.  
UNEQUALLED IN QUALITY.  
A. S. WATSON & CO., LTD.  
ALXANDRA BUILDINGS.

## NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$36 per annum.  
Weekly issue—\$13 per annum.  
The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.  
(Payable in Advance.)

By Order, "HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephones: No. 1 A.B.C. 5th edition. Western Union

## The Hongkong Telegraph.

HONGKONG, FRIDAY, MARCH 28, 1913.

## NECESSARY MEASURES.

Considerable amusement appears to have been caused in the Police Court the other day by a case arising out of some trouble between sailors. A good-humoured and tolerant magistrate let them talk it out; and this was, no doubt, the wiser course; but it is to be hoped that white men, even if they are of an excitable nature, will refrain from bringing these ridiculous cases into Court. The conduct of them, however wisely the magistrate may guide them, cannot but have an effect upon the minds of the Chinese present who understand English and who are certain to go amongst their fellows with their own tale of how Europeans behaved so strangely as to cause laughter. It is not well that this should be so; it is this kind of conduct on the part of some white people which has helped to foster the high-and-mighty attitude adopted by the Chinese during the past year or two. No man on earth is more easily kept within bounds than the Chinese when he is under men whom he at once respects and fears; no man is more ready to take advantage of good-nature, and leniency, and to mistake these for weakness, timidity, fear, and even kindness.

Since the revolution the task of local officials has become increasingly difficult; the influx of a vast body of Cantonese ruffians, to whom our system of punishments is of no account, compared with those to which they have been accustomed, has in no way helped to make matters easier. It is for every white man to assist the officials; so far as he can, by ensuring that his own conduct shall command the respect of those Chinese with whom he comes into contact. At the same time we could wish and urge that official discipline were more strict. British fairplay is a very bright jewel, but it can be too bright at times; and when a street coolie on the side walk carelessly swings round a bamboo pole to the danger of one's eye one has a natural wish that coolies had been allowed less latitude in the past.

After all, what redress worth the name has a Britisher from the insolence or laziness of, say, a house-boy? Only the other day a case came under our notice of a cook being discovered in a particularly dirty action. More than that cannot be said here. What can be done beyond dismissing him on the spot? But dismissal means little to a Chinese of this stamp, and, in any case, it does nothing to make him mend his ways. A prompt and sound cuffing would have done him a deal of good, but it might have led to a summons being taken out against the man who had right on his side. There is the whole matter in a nutshell. There is a growing disposition on the part of the Chinese to treat Britishers and British authority with contempt, and it is full time that measures were taken to counteract it. The only penalty worth the name for certain offences is public flogging, and a few Chinese made example of would make all the difference in the world in the general attitude and would be a certain cure for swelled head.

## "Evil and Inseparable Folly."

Only the other day, in this column, we suggested that the Little Navy party in the cabinet had, temporarily at least, won the ascendancy. One judged from the new tone in Mr. Churchill's speeches. The first Lord's speech, in introducing the Naval Estimates, strengthens this belief. "The evil and inseparable folly of what is now taking place here and all over the world," he says, "is so patent to the meanest intelligence that concerted effort to arrest it should surely be the first of international subjects." To be sure Mr. Churchill suggested last year, as he has again done, that the nations should take a year's rest from naval shipbuilding; but there was a more determined and confident note in last year's speech than in this.

## The Only Way.

There is no harm—there is wisdom, of a kind—in suggesting a year's naval holiday; but, having once thrown out the suggestion, let the others follow it up. "Of all nations in the world we perhaps are best able to bear such a strain if it should continue," says Mr. Churchill. Quite so; and the best way to secure a speedy slackening of pace is for Britain to make it. Who ever heard of the fastest and best-conditioned runner in a race pleading with the others to go a little slower? He wins by virtue of his pace and by trying out his competitors. The same natural law operates in the race for naval supremacy. Mad it may be, but let there be method in the madness. If the nations will rush towards bankruptcy, let the nation which can hold out longest show the way. The others will be forced to give up first, and they will take a long time to recover strength. That may be a crude, even a cruel, way of settling the matter, but it should be very effective. It is, indeed, the only effective way.

## A Pothouse Crowd.

Once upon a time the British Parliament was composed wholly, or nearly so, of gentlemen; but it has fallen greatly from its high estate. When we had Sir Clement Markham characterising the Opposition as "a pothouse crowd," we began to wonder just how low the once leading assembly in the world has sunk. Not very long ago we saw a writer, proving, to his own satisfaction, that Parliament was a more gentlemanly assembly than ever because, in the days when "Drunk" for a penny drunk with straw to lie on, for two pence was a common sign in the streets of London, Cabinet Ministers were often drunk in public. But that proves nothing except that we are a more sober—perhaps more apparently—people than were our great-grandfathers. Even if they were drunk in public at times, parliamentarians of the old days had their heads screwed on the right way, did excellent and enduring work in the main, and were courteous and polite to each other all through. A drunken gentleman may still act like a gentleman, but an ill-bred man is always an ill-bred man.

**Health Certificates and Marriage.**  
A well-known Norwegian physician, Dr. A. Mjoe, has been arguing that both the intending parties to a marriage should be obliged to produce a certificate of health before the ceremony can be performed. The question is an old one, and one which neither physical nor moral science can pretend finally to decide. The dilemma involved is such a horribly serious one. Will you have children born of perfectly sound parents, chosen even as brood animals are chosen, yet so antagonistic, mentally, that their offspring grows up cursed with the warped and morbid mind that must ever be the heritage of children of an unhappy marriage; or do you prefer that the young generation should spring from devotedly loving parents whose union is an ideal one—but for the trifling fact that one of them has heart disease, consumption, cancer, a tendency to insanity or any other hereditary evil? Which is the greater sin: to keep such a couple apart or to allow them to marry? To our way of thinking, the matter is too lengthy and too thorny ever to be settled—save in theory.

## DAY BY DAY.

The only way to deal with that tiresome word "impossible" is to remove its first two letters from it.

## The Mails.

English Mail.—Arrived per s.s. Assaye at 5 p.m. yesterday.

Siberian Mail.—Despatched per s.s. Assaye at 10 a.m. to-day.

Siberian Mail.—Arrived per s.s. India this morning.

American Mail.—Arrived per s.s. Tenyo Maru this morning.

English Mail.—Closes per s.s. India at 11 a.m. to-morrow.

Siberian Mail.—Closes per s.s. Linan at 5 p.m. to-morrow.

## French Mail.

The French Mail of the 25th February was delivered in London on March 26.

## Engineers' Institute.

The annual meeting of the Institute of Shipbuilders and Engineers will be held to-night at 8.15 o'clock.

## Tenyo Maru's Cargo.

The s.s. Tenyo Maru, which arrived in port to-day, brought 1,438 tons of general merchandise for Hongkong.

Captain Gainsford R.G.A. Captain E. A. Gainsford, R.G.A., from "Armament Officer, Hongkong, has been posted to No. 87 Company.

Volunteer Reserve. The Hongkong Volunteer Reserve annual dinner is to be held at the Volunteer Drill Hall on Saturday at 8 p.m.

New Policemen Arrive. Messrs. C. Goble and Godfrey Stimson arrived from England by the "Assaye" yesterday to join the Hongkong Police Force.

The Adjutancy of the D.C.L.I. On May 4 next Captain A. W. Stejoker, Cornwall Light Infantry, will vacate the adjutancy of the 2nd Battalion at Hongkong.

## Junk Wrecked.

The police report that a junk has been wrecked on the rocks at Lung Shu Wan near Sai Kung. The junk is a total wreck but fortunately no lives were lost.

Shooting Accident. An Indian constable, the police report, whilst cleaning his revolver at Shek O station, discharged it accidentally and shot his wife in the arm and she was taken to the hospital.

Sent to House of Detention. A youth named Domingo Maremo Almagua was ordered to the house of detention by Mr. F. A. Hazeland at the Police Court this morning. He was found at West Point without visible means of subsistence.

Bank Note Case. Save for any further evidence that the prosecution may desire to call in the bank note case, the case on behalf of the Crown, was concluded yesterday evening. The defence will be commenced on Monday.

Opium Divan. Seventeen men were charged before Mr. C. D. Melbourne, by Inspector McDonald, at the Police Court this morning with being concerned in an opium divan. The keeper was fined \$100, and the remainder \$2 each.

Fatal Slip. A Chinese whilst going up the gangway of the s.s. Wing Hon accidentally slipped between the ship and the wharf, striking his head on a projecting beam, and was drowned. The body failed to rise and it has not been found.

Tourists Arrive. A party of tourists under the conductorship of Dr. and Mrs. Howard Paine have arrived in the Colony and are staying at the Hongkong Hotel. The party, which numbers twelve in all, arrived, seven by the P. and O. s.s. Assaye and the balance by the s.s. Tenyo Maru.

Admiralty Appointments. The following appointments are announced by the Admiralty:—Commander A. Cochran, to the Victory, addition for the Surprize, addition, to Feb. 21, and Lieutenant E. K. Boddam-Whetham, to the Emar, addition for Vireo, in command, to date Feb. 20; Engineer Lieutenant A. G. Archard, to the Alacrity, on commissioning, to date Feb. 27; Staff Surgeon G. I. Eastment, to the Alacrity, on commissioning, to date Feb. 27.

## BRITISH NORTH BORNEO.

## INTERVIEW WITH MAJOR GENERAL TURNER.

Chartered Company Director Expresses Hopeful Views.

Major General Sir Alfred Turner, K. O. B., who has just returned from a visit to British North Borneo, has been good enough to supply to the "Telegraph" some most interesting facts in regard to the country as it is today.

General Turner is a man of no little versatility; he has had a long and distinguished career as a soldier, has held many important government appointments, is a member of the Royal Institution and President of the Salon, is a well-known Alpine climber, and is author of various works, including "Sixty years of a Soldier's Life." In addition, he is largely interested in the commercial world, being Chairman of the North Borneo State Rubber Co., Ltd., as well as a Director of the Chartered Company which owns British North Borneo. It is in this latter capacity that he has been touring through the Company's territory with H.E. Sir West Ridgeway, the Chairman of Directors.

Great Advances Made. "At present," General Turner tells us, "British North Borneo consists of a coast line and a few miles of interior, the rest of the country being mountain, swamp and jungle; but since Sir West Ridgeway was appointed Chairman of Directors, some two years ago, great advances have been made in the country's development. Jungle is being felled and roads are planned, and it is proposed to cut a trunk road right across the country from East to West; that is, from Sandakan to Jesselton. Other roads will be constructed in course of time. It must be remembered that the country is almost exactly the size of Ireland, so that, considering all things—considering, for instance, that for some time the natives were very hostile to the British, and that rubber is still almost a new thing there—development has not been so slow as might appear. The natives are now perfectly peaceable; very docile, in fact; and the whole territory is easily controlled by a force of eight hundred armed police—natives, Indians and Filipinos—under a few British officers. I inspected these, both at Sandakan and at Jesselton, and considered them undoubtedly efficient. They are armed with the latest pattern carbine, and they will soon be supplied with a couple of maxims; more, I suppose, as a matter of form than for any other reason, for nothing could be more peaceable than the demeanour of the people. Head-hunting has ceased to exist, except perhaps in the far interior, and I may almost say that the only people who give trouble to the police are Chinese."

Inducements to Chinese. General Turner is enthusiastic over Borneo as an emigrating ground for Chinese. The Chinese population, exclusive of estates coolies, is already considerable, and generous inducements are being held out to gardeners and farmers from South China. A system of free grants of land to these has been established, taxation is very light, and the climate is, on the whole, healthy. In support of the last statement, Sir Alfred added that, on some of the rubber estates which he visited, there was not a single case of sickness. The country contains some very able doctors, chief among whom is Dr. Orme who has been lent by the F.M.S. Government.

"To make immigration easier to the Chinese from Hongkong," continued General Turner, "we have arranged for them to be allowed to ship direct from here instead of going via Singapore. There is room for any number of them, and the soil is, of course, magnificent. People in Hongkong who have money in Borneo tobacco and rubber plantations will readily admit that I am sure there are rubber estates in the country which are only three and a half years old and yet have started tapping already. That at Melalap, which belongs to the Manchester Company, is an instance; already they are tapping six thousand pounds of rubber a month there, and the amount increases month by month. Kinarut, which is but a little over two years old, has already 1750 acres planted and will be tapping in another year or so; and here in mind, the recognised time at which tapping begins in other countries is four and a half years. Of the older estates, Saponing is tapping sixteen thousands pounds a month, and the amount is ever increasing; Woodford, which is much younger, produced nine thousand during the month of January, and experts at Homo described the rubber as equal in quality to any on the London market."

"Here," went on General Turner, "I saw two trees, only four and a half years old, that measured forty inches in girth, three feet above the ground; and, at Kinarut, I was shown two others, two and a half years old, that were twenty inches round, measured at the same height. The late Governor, Mr. Scott Mason, who was an authority, after seeing these, said emphatically that he knew of no such rapid growth anywhere in the Malay States. In all, Borneo has twenty-three rubber estates and, as soon the roads are made, there will be many more."

"We are doing everything possible to smooth away all difficulties attendant on estates coolie-immigration," the General added. "We want to make Chinese labour as easy as possible. The Young Riddell contract of three hundred days was approved by the Colonial Office and is in operation, and we find it works well. I made careful enquiries into the treatment of the coolies and, on the whole, nothing could be better. Any case of cruelty on the part of the managers would be punished very severely."

Of the Government of the country and the Chartered Company's position, generally, Sir Alfred Turner speaks highly.

"During the last two years more progress has been made than in the previous twelve. The officials are capable and hard-working, and apparently quite contented. No, I think there is no likelihood of the Imperial Government's taking over the country at present. The Colonial Office has expressed itself perfectly satisfied with the administration. The Company has been paying five per cent for the last two or three years, and everything is in a flourishing condition."

"I would like to add that much of that flourishing condition is directly due to a concern in which Hongkong is so largely interested—the China Borneo Company."

**ALICE MEMORIAL HOSPITAL.**  
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—  
Hongkong and Whampoa Dock Co. \$100

**VOLUNTEER RESERVES.**  
The Hongkong Volunteer Reserves were inspected by Captain Rogers, on the parade ground, at the Volunteer headquarters last evening. A muster numbering over a hundred turned out under the presidency of Mr. G. H. Wakeman, the President. The manoeuvres were gone through very creditably.

After the march past, the Reserves formed up and were briefly addressed by the inspecting officer. He complimented the men on their smart appearance and expressed pleasure at what he had seen. He further stated that the drill was excellent considering the amount of training that the Reserves were able to get.

**A HEAVY LIST.**  
As a result of the long duration of the Talat case and the taking of Criminal Sessions by the Puisne Judge there has been somewhat of a delay in dealing with cases in the Summary Court, and a very large list was down for consideration to-day. As he was fixing dates for hearing, Mr. Justice Kemp suggested that he would like to try cases this afternoon and Saturday as there was such a heavy list in arrears.

## THE NEW BANDMANN OPERA COMPANY.

## To-night's Play—"Gipsy Love."

To-night will witness the first production in Hongkong of what is considered the biggest hit that Mr. George Edwards has yet staged at Daly's Theatre, London. It is, at the time of writing, still drawing crowded houses and the reason is not far to seek, as without question the music of Lehar is of the most ear-hunting quality and description. In point of fact it is considered to be the finest that this gifted musician has yet given to the world.

The plot of this Musical Play, as it is styled, is very reminiscent of that of the celebrated and notorious Princess Chimay who, it will be recalled, fell in love with a Tsigano fiddler and who later was deserted by him.

Ilona the daughter of Dragotin is betrothed to Jonel and the scene opens with the arrival of the guests to witness the celebration, when the Gipsy Jozsi arrives. Ilona has come to the conclusion that she does not love Jonel and when Jozsi gives her the first insight of love she decides to throw in her lot with him and when the guests are all assembled at dinner she steals off with him.

But soon are the scales to fall from her eyes, for Jozsi brings her to a wine tavern and when she pleads for the marriage ceremony to take place he scoffs at her and in a most dramatic finale he imparts to her the true meaning of Gipsy Love. The finale of this act is considered to be one of the finest pieces of orchestration and writing yet given us by Lehar, the Music at times verging on Grand.

The scenery and general mounting of this play is an exact replica of the London Production and it is one of the finest series of stage pictures that Mr. Bandmann has yet given us.

**SNOW!**  
At the Peak on the evening of Saturday, March 22 at 8.45, it was seen to fall. To the more observant the effects were distinctly noticeable on the following morning; a light was on all plants in flower. Was it frost or was it snow? The Chinese describe it as bits of cotton falling through the air—snow. Ask your boy, who will doubtless reply: "Any man says have got."

**MESSEARS ARNDT AND CO.**  
The case was mentioned in the Summary Court, this morning before Mr. Justice Kemp, Puisne Judge, in which J. A. Straube is suing Messrs Arndt and Co. to recover the sum of \$130.

Mr. F. O. Mason, of Messrs Wilkinson and Grist, appeared for the plaintiff and Mr. Shenton, of Messrs Deacon, Looker, Deacon, and Harston, for the defendants.

Mr. Shenton:—I don't know anything about the case; I have no doubt that I am instructed.

Tuesday was fixed for the hearing.

There was also another case brought against the same defendants in which A. Mr. dos Santos sued Messrs Arndt and Co. and another, to recover \$1,000. This case was put over for a week.

**CLIENT IN PRISON.**  
A case was mentioned in the Summary Court before Mr. Justice Kemp in which Lau Yeung is suing W. A. Ferriemann for the recovery of five dollars.

The plaintiff appeared in person and Mr. F. O. Mason, of Messrs Wilkinson and Grist, for the defendant.

His Lordship suggested that the case could be heard this afternoon but Mr. Mason said that his client was in prison and he would not be able to get him to attend.

The case was adjourned until next Saturday.

**LOCAL SPORT.**  
K. C. C. v. R. F. E.  
The following have been selected to play against R. F. E. on Saturday at 2 p.m.: J. H. Mead, W. E. Dixon, F. J. Deane, Eng. L. Smith, P. W. A. Wilkie, G. Wolf, R. F. Townsend, W. T. Egan, Capt. Wood, C. Brown and W. L. Wesson.



## GENERAL NEWS.

## Insurance Against The Risk of Invasion.

An insurance risk of novel type was recently put forward in the London market on behalf of the master of a fox hunt. The risk covered is that of invasion of this country by a foreign Power and the consequent calling up of the men to defend the country; and it was understood that the indemnity would be applied to meeting the various expenses of the hunt in view, presumably, of the absence of financial support. One per cent. for a year on £5,000 was quoted.

## Never Consulted.

The terms of the agreement between the Sextuple Banks, coupled with their exclusive support by their respective Governments, forcibly remind: "The Peking Daily News" of "Punch's" famous cartoon on the time of the Anglo-Russian Agreement concerning Persia. The cartoon portrayed a Persian cat stretched across the knees of the Muscovite Bear. The Bear: "You may stroke his head, and I will stroke his tail and we will take it in turns with his back." The Cat: (feebly) "I am not aware that I was ever consulted about this."

## Indian Executed at Shanghai.

The Indian, Narain Singh, paid the full penalty of the law last week in the British Gaol on Amoy Road, Shanghai, on 25th January. He was convicted in H.B.M.'s Supreme Court before Mr. F.A. Boorne, O.M.G., Assistant Judge, and a jury of the murder of the Jemadar, Jawa Singh, whose lifeless body was found on the Park Road late one Saturday night in the month of December. Since the date of his conviction the necessary negotiations with the Peking authorities have been carried out and about a fortnight ago confirmation was received of the sentence imposed that accused should be hanged.

## Hindu University Deputation.

Indore, February 10th.—Speaking at a meeting here yesterday in connection with the visit of the Hindu University Deputation to Indore, the Maharajah, who has himself given five lakhs to the cause, said he believed that the wisely conducted residential teaching university seeking to combine what is best in Eastern learning with Western science would do much to unite the Hindu, Moslem, and European and sweep away unrest. He wished all success also to the proposed Moslem University adding, "I trust that in time to come our University and theirs will stand out as two beacons guiding the people of India to what is noble and true."

## Endowment for Church of Scotland's Moderator.

Major General William Starks, the younger son of James Starks, a Scottish advocate, who was for many years a Judge in Ceylon, has died at St. Leonards. With the object of securing that no minister esteemed worthy of being Moderator of the General Assembly of the Church of Scotland, should be compelled to decline the honour on the ground of expense, he directs his executors to convey the residue of his estate under burden of a life rent to the ex-Moderators and the Procurator and Agent of the Church for the time being as trustees. The free income is to be paid to the Moderator for the year in recognition of the large amount of travelling and personal outlay involved in properly discharging the duties of the office.

## The Chinese "Rabbits" in Burma.

Rangoon, February 21st.—The "Rangoon" correspondent of the "Rangoon" Gazette says that there has been a falling off in the number and size of the Chinese Neavaran for the past few days. There is no doubt that the attack upon Khamti, the largest Shan town, Bhamo, and Teng-tueh by a band of unpaid soldiers some days ago is real. It seems that those troops after the attack disbanded some going south into Lungshan, while some dispersed with their uniforms and arms and came into Bhamo seeking for work. Traders not knowing this whereabouts of those who sacked Khamti have been little slow to send caravans over the road until there is more security. Merchants intend to continue to push trade as soon as there is more security, as shown by the large caravans that are in their way up the river.

## SERVICE MATTERS.

## Lieut. Bell-Irving.

Second Lieut. K. Bell-Irving, 2nd East Surrey Regiment, embarks for Burma about March 5, to join his unit.

## Another Crimean Veteran's Death.

The death is announced of Inspector-General George Saunders, who served in the Crimea, South Africa, China, and Japan.

## General Nixon.

General Sir John E. Nixon, Commander of the Southern Army, India, left Burma last month in the S.S. Ekma. Commander on the Retired List: Lieutenant R. H. Graves-Barton, R.N.R., R.D. has been appointed to the rank of Commander on the Retired List.

## Captain F. S. Smith I.M.S.

Capt. F. S. Smith, I.M.S., is selected to undergo a course of training in Serological work under Lieut.-Col. W. W. Sutherland, I.M.S.

## Mutiny Veteran's Estate.

Col. Henry George O'Brien, V.O., of Shanklin, an Indian Mutiny veteran, and a prominent Conservative, left estate valued at £28,324 gross with net personally £27,072.

## Australian Naval College.

A message from Renter's correspondent at Melbourne states that Lord Denman opened the Commonwealth Naval College at Geelong on March 3 and in his speech he said that the event showed that the country was thoroughly in earnest regarding naval defence.

## Designer of the Jointed Mountain Gun.

The death occurred on February 6th of Col. Cecil Brooke Le Mesurier, C.B., late R.A., eldest son of F. H. Le Mesurier, R.N., in his 32nd year. Col. Le Mesurier was the designer of the jointed mountain gun—the first 7pr. screw muzzle gun.

## Military Secretary to Governor of Bombay.

Major Greig is to continue to act as Military Secretary Secretary to the Governor of Bombay during the early part, at any rate, of Lord Willingdon's office. "Jungly" is the greatest Military Secretary India has known since Lord William Darnley: there are some who think he excels in ability and tact that great Irishman.

## The late Lord Tredegar.

Viscount Tredegar, whose death at the age of 82 occurred a few weeks ago, served in the Crimea and rode with his regiment in Balaklava Charge. He was Lord Lieutenant of Monmouth since 1896 and represented Brecknockshire in Parliament from 1853 to 1875. He was the owner of about 40,000 acres. His heir is nephew, Lt. Col. C. O. Evan Morgan.

## Royalty and the Army.

His Majesty the King has been pleased to accept the Honorary Colonelship of the 1st Regiment of Infantry, (the 5th Regiment of Artillery, the 1st Regiment of Artillery, the 6th Regiment of Artillery, the 7th Regiment of Artillery, the 8th Regiment of Artillery, the 9th Regiment of Artillery, the 10th Regiment of Artillery. Her Majesty the Queen Mother has accepted the appointment of Honorary Colonel of the 5th Regiment of Cavalry. H. R. H. the Princess of Patshaburi has accepted the Honorary Colonelship of the 2nd Regiment of Cavalry.

## Freezing Live Fish.

Experiments recently made in France show, according to reports, that live fish may be frozen, transported to a distance, and then revived by careful thawing. The reports state that several hours, perhaps a day or two, elapse between the freezing and thawing processes. If a day, why not a year? And then—were those stories true about the coming to life after centuries of entombment in solid rock?

## Accident to Mrs. Sun.

The announcement last week that Mrs. Sun and Miss Soong had met with a bad motor accident in Tokyo was received with much regret by all the myriad friends of Dr. Sun. Still more anxiety was caused by the statement that both had been seriously injured. Miss Soong, particularly so. It is hoped, however, that the skilled attention which they are sure to receive in the Tokyo Hospital to which they were taken will speedily restore them to health.—Exchange.

## Prepaid Advertisements

ONE CENT PER WORD FOR EACH INSERTION.

## TO LET.

FROM 1st February, MEIRION, No. 10, Peak, furnished or unfurnished. 6 Rooms.

No. 6, DES VUEX VILLAS, 55, The PEAK, from 1st March, 1913.

Premises will be thoroughly repaired, painted and colour washed.

No. 21, SHELLEY STREET.

To let or for sale, "GLENSHIEL," Barker Road, No. 124, Peak, 5 rooms from 1st March, 1913.

No. 119, The PEAK, furnished, from middle of April until end of October, 1913. Four Bedrooms, Tennis Court and Garden.

"CRAIG RYRIE," No. 4, the Peak to let; fine situation; 8 rooms; tennis and croquet lawns.

No. 5, DES VUEX VILLAS, No. 52, Peak, 5 rooms.

FOR SALE.—BARTING and HOGATE, opposite Kowloon Island Lot No. 1154.

"LYEEMUN," Barker Road, No. 184, Peak to let furnished or unfurnished to 30th November 1913; 6 rooms.

Apply to LUNSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 25th Feb. 1913. 211

TO LET LARGE substantially built Godown, situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co. Ltd. 1598

TO LET Furnished, "Gale-end," 108B, The Peak, 6 rooms. For 4 months from May 1. Apply C. H. Gale. 1598

## GRAVING DOCKS AT ROSYTH.

Although no official statement has been made on the subject, it is understood at Rosyth, says the "Times," that a third large graving dock is to be constructed at the new dockyard. When the contractors, Messrs. Easton, Gibb, and Son, originally tendered for the work the plans showed only one graving dock. Later it was decided that there should be a second dock of this kind, and the firm undertook the additional work for a sum of about £250,000. There is still space available in which a third dock can be made, and it is stated that the work of excavation and construction will be started at an early date, and that the new dock will be equal in size to the others, or sufficiently large and deep to accommodate the heaviest type of battleship either afloat or projected. Work generally at the new dockyard is making good progress. The deepening of the submarine basin by 5ft, has been completed, and a beginning has been made with the erection of the two piers within this basin. In the main basin the work of excavation is being pushed forward rapidly, and the sinking of the moorings on which the outer sea-wall will be built is being carried on without interruption. In the construction of the entrance lock work has been handicapped considerably by the difficult nature of the material which has had to be removed, and it will be some time before the steel caissons for the lock gates will be required. These caissons are being made by Messrs. Arrol.

## FAILING STRENGTH.

And How to Restore It.

Why the physical and nervous strength should diminish in those who lead normal lives is difficult to explain. The fact remains that it does, as it weakens in those who burn the candle at both ends in business or in pleasure. Whatever the cause of this lack of strength, which makes the sufferer listless, weary, and absolutely indifferent to everything except the condition of his health, his overwhelming desire is to restore his strength that he may feel fit and able to enjoy his life once more. What such a man needs is a food which will rapidly remove the feeling of weakness, and replace it with one of strength. For this purpose nothing can compare with Sanatogen, of which Dr. Ott, Physician Extraordinary to His late Majesty King Edward VII., writes: "I have been using Sanatogen for a number of years in my practice, with excellent results. These results have been notably good in cases of anæmia, after severe illness, or especially those of an infectious nature, and also when it was desirable to build up the strength, to stimulate the bodily functions and improve the circulation of the blood." Nearly sixteen thousand other physicians have written in similar strain, and so have many distinguished men. Among them is the Rt. Hon. Sir Frederick Milner, Bart., a member of His Majesty's Privy Council, and, therefore, a man whose position gives his words peculiar weight. He writes: "Sanatogen seems both to nourish me and give me strength." Sanatogen, which may be obtained of all Chemists, never fails to do this to everyone who takes it.

## TO LET.

TO LET on 2nd Floor No. 2, Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. 1588

OFFICE TO LET.—One or two rooms in good central locality. Immediate possession. Apply to: "Beta" care of "Hongkong Telegraph," Hongkong, 6th Mar. 1913. 1548

TO LET.—A House in Kowloon. Terms. THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED. Hongkong, 27th Mar. 1913. 1558

## WANTED.

WANTED: Lessons in Spanish by a competent teacher, preferably a native.—Apply Box No. X. Y. Z. "Hongkong Telegraph," Hongkong, 4th Mar. 1913. 1529

WANTED: FOR BRITISH NORTH BORNEO experienced Chinese Druggist. Apply GIBB, LIVINGSTON & CO., Hongkong, 26th Mar. 1913. 1555

## LOST.

LEFT IN THE TRAIN.—The man who does not advert to being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

## O.T. A DRINK, A TONIC, AND A DIGESTIVE COMBINED

WITHOUT ALCOHOL OR GAS.



## After Exercise

After exercise, O.T. is a Refreshing Drink. With plain cold water or aerated beverages it makes a blend that is really thirst-quenching and satisfying. For the moment it warms the palate, but it leaves you cooler afterwards. By taking O.T. you escape the risk of impurities in water, and the possible ill-effects on the stomach of cold draughts.

NO OTHER DRINK IN THE WORLD HAS BETTER GUARANTEES FOR PURITY AND GOODNESS

BUY A BOTTLE TO-DAY

## GOOD GLASSES

PROPERLY FITTED. There is no economy in going to an optician of doubtful ability to purchase glasses upon which your eye-sight depends.

Personal attention is given to the examination and the fitting of lenses that will relieve all troubles. The only charge is for the glasses.

N. LAZARUS, Ophthalmic Optician.

1A, D'Aguiar Street. Note.—The Only European Optician in D'Aguiar Street.



THE ROYAL WORCESTER AMERICAN CORSET ON VIEW.

CASSUM AHMED, DRAPER.

35/4, WELLINGTON STREET, 45, NATHAN ROAD, KOWLOON.

## The Advancing Prices

which prevail in almost every line of business should produce alertness all round. As a business house of wide operations we are watching for every available opportunity of bringing to the public generally the best possible value. This efficient service is made possible by the fact that we are large buyers and sellers for cash. We invite the enquiry and court the comparison of the keen-buying householder.

QUEEN'S DISPENSARY, WHOLESALE & RETAIL CHEMISTS, 111, QUEEN ROAD, CENTRAL.

FROM POLAR REGIONS TO EQUATOR we smoke

**"CAPSTAN" MIXTURE**

MILD, MEDIUM AND FULL STRENGTH

W.D. & H.O. WILLS, BRISTOL and LONDON

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging

Hongkong, 1st May, 1911

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERS

PROVISION & COAL

TRADE AGENTS

Hong Kong, 23rd May, 1913.

## THE FRENCH STORE,

Well known in the Colony for many years, have removed to their new shop, where they are prepared to offer customers the latest **DE-LICACIES DIRECT FROM PARIS**, and the continent.

The **BEST** is only obtainable with

**US!**

TEL. 764.

25, DES VUEX ROAD, CENTRAL.







## Shipping

HAMBURG-AMERIKA  
LINIE.

IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts Gesellschaft "HANSA."  
EAST ASIATIC SERVICE,  
Regular Sailings from JAPAN, CHINA and PHILIPPINES  
via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and New York.  
And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)  
Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,  
Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and  
Ports, and all North and South America Ports.

## Next Sailings from Hongkong:

| OUTWARD.                       | HOMEWARD.                               |
|--------------------------------|-----------------------------------------|
| For Shanghai, Kobe & Yokohama: | For Havre & Hamburg:                    |
| S.S. SITHONIA ..... 28th March | S.S. SCHWARZBURG 28th March             |
| BOYNE ..... 2nd April          | For Vancouver, S. & T. & P. Land (Or.): |
| LIBERIA ..... 18th April       | S.S. SITHONIA ..... 28th March          |
| ALEXIA ..... 27th April        | For Marseilles & Hamburg:               |
| SEGOVIA ..... 8th May          | S.S. SPEZIA ..... 15th April            |
| BIRKENFELS ..... 19th May      | For Havre & Hamburg:                    |
| SAXONIA ..... 22nd May         | S.S. SCANDIA ..... 16th April           |
| FURSTBULOW ..... 2nd June      | For Rotterdam, Bremen, H. & A.werp:     |
| REUSSSEN ..... 24th June       | S.S. SAHSEN ..... 18th April            |
|                                | For Hamburg & Antwerp:                  |
|                                | S.S. SENEGAMBIA ..... 23rd April        |

For Further Particulars, apply to—

Hamburg-Amerika Linie,  
Hongkong Office.BRITISH INDIA S. N.  
CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG AND RANGOON.  
WESTWARD.

The S.S. "MUTTRA," 4644 tons gross Captain H. Carey, will be despatched for SINGAPORE, PENANG & RANGOON on the 7th April at noon, taking cargo at current rates.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,  
AGENTS.Telephone No. 215,  
Hongkong, 21th March, 1918.THE TAIKOO DOCKYARD  
& ENGINEERING Co. OF  
HONGKONG, Ltd.TAIKOO DOCKYARD,  
HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,  
FORGEWELTERS, BRASS & IRON FOUNDERS, CON-  
STRUCTIONAL, ELECTRICAL & MECHANICAL  
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,  
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and  
Wood Work.

GRAVING DOCK 787' x 88' x 84' 6"  
Pumps empty Dock in 2-3 1/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displace-  
ment, providing conditions for painting ships with most efficient results,  
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD  
CRANES throughout the Shops, ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.  
AGENTS for:

## THE BREDS FORGE CO., LTD.

Specialists in the Manufacture of RAILWAY ROLLING  
STOCK of every description.

Pioneers in the Design and Manufacture of PRESSED STEEL  
UNDERFRAMES and BOODIES and ALL-STEEL RAIL-  
WAY WAGONS.

## JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to  
150 H. P.

As supplied to the British Admiralty & War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-  
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE  
CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHI-  
CLES, etc.

Deputy Manager, Mr. J. BEID, can be seen between the hours of 11 a.m. and  
12 noon at the Town Office.

## BUTTERFIELD &amp; SWIRE,

HONGKONG, CHINA &amp; JAPAN, AGENTS.

Telegraphic Address—TAIKOODOCK.

TELEPHONE No. 213.

## VESSELS TAKING CARGO.

## European Ports.

| Destination.                                      | Vessel's Name. | For Freight<br>Apply To | To be<br>Dispatched. |
|---------------------------------------------------|----------------|-------------------------|----------------------|
| London and Antwerp                                | Den of Crombie | J. M. & Co.             | 31 March, about      |
| London and Antwerp via Singapore, &c.             | Nankin         | P. & O. Co.             | 2 April, about       |
| London via Usual Ports of Call                    | India          | P. & O. Co.             | 29 March             |
| Havre and Hamburg, &c.                            | Scandia        | H. A. L.                | 18 April             |
| Marseilles and Hamburg, &c.                       | Spezia         | H. A. L.                | 15 April             |
| Marseilles, London and Antwerp                    | Den of Glamis  | J. M. & Co.             | 30 April, about      |
| Marseilles, London & Antwerp via S'pore, &c.      | Kitano Maru    | N. Y. K.                | 9 April              |
| Mexico, Peruvian and Chili via Japan              | Buyo Maru      | T. K. K.                | 23 April             |
| U.K. & Continental Ports                          | Glenlogan      | S. T. & Co.             | Middle of March      |
| Trieste, Fiume, Venice via Singapore, &c.         | Austria        | S. W. & Co.             | 7 April, about       |
| Rotterdam, Bremen, Hamburg, & Antwerp, &c.        | Sachsen        | H. A. L.                | 13 April             |
| Naples, Genoa, Algiers, Gibraltar, S'ion, Manila. | Yorck          | M. & Co.                | 1 April              |

## New York, San Francisco and Canada.

|                                               |                  |              |                |
|-----------------------------------------------|------------------|--------------|----------------|
| New York                                      | Shimosa          | D. & Co.     | 27 March about |
| New York via Suez Canal                       | Welsh Prince     | A. K. & Co.  | 12 April       |
| Boston & New York via Ports & Suez Canal      | Iverlyde         | S. T. & Co.  | 2 April, about |
| San Francisco via Shanghai and Japan, &c.     | Nippon Maru      | T. K. K.     | 1 April        |
| San Francisco via Manila & Japan, &c.         | Nila             | P. M. Co.    | 31 March       |
| Victoria, B.C., and Tacoma via Shanghai, &c.  | Panama Maru      | O. S. K.     | 2 April        |
| Victoria, B.C., and Seattle via Shanghai, &c. | Sado Maru        | N. Y. K.     | April          |
| Victoria, Vancouver, B.C., Seattle            | Harpagus         | J. M. & Co.  | 10 June, about |
| Vancouver via Shanghai and Japan, &c.         | Empress of India | C. P. R. Co. | 5 April        |
| do do do                                      | Empress of Japan | C. P. R. Co. | 26 April       |
| Vancouver, Seattle, Tacoma & Portland, &c.    | Flinthshire      | J. M. & Co.  | 5 April, about |
| Portland, Tacoma and Seattle                  | Monmouthshire    | J. M. & Co.  | 27 June, about |

## Australia.

|                             |             |             |          |
|-----------------------------|-------------|-------------|----------|
| Australian Ports via Manila | St. Albans  | G. L. & Co. | 1 April  |
| do do do                    | Yawata Maru | N. Y. K.    | 9 April  |
| do do do                    | Changaba    | B. & S.     | 9 April  |
| do do do                    | Coblenz     | M. & Co.    | 19 April |

## Singapore, Coast Ports and Japan.

|                                       |                 |             |                    |
|---------------------------------------|-----------------|-------------|--------------------|
| Batavia, Cheribon, Samarang, &c.      | Tjitafoem       | J. C. J. L. | Quick despatch     |
| do do do                              | Tjinhai         | J. C. J. L. | Quick despatch     |
| Kudat and Sandakan                    | Borbo           | M. & Co.    | Beginning of April |
| Singapore, Penang and Rangoon         | Martina         | J. M. & Co. | 7 April            |
| Homabay via Singapore & Colombo       | Kamukura Maru   | N. Y. K.    | 31 March           |
| Japan                                 | Tjiliwang       | J. C. J. L. | Quick despatch     |
| Kobe                                  | Luzon Maru      | O. S. K.    | 19 April           |
| Kobe and Yokohama                     | Kitano Maru     | T. K. K.    | 9 April            |
| do do                                 | Coblenz         | M. & Co.    | 1 April, about     |
| do do                                 | Prinz Sigismund | M. & Co.    | 29 April, about    |
| do do                                 | Toa Maru        | N. Y. K.    | 31 March           |
| Yokohama and Kobe                     | Fulata          | J. M. & Co. | 29 March           |
| Yokohama and Kobe via Shanghai        | Austria         | S. W. & Co. | 1 April, about     |
| do do do                              | China           | S. W. & Co. | 31 March, about    |
| Manila                                | Loongsang       | J. M. & Co. | 29 March           |
| Manila, Mangarin, Iloilo and Cebu     | Zafro           | S. T. & Co. | 7 April            |
| Swatow, Amoy and Foochow              | Haitan          | D. L. & Co. | 1 April            |
| do do do                              | Haitan          | D. L. & Co. | 4 April            |
| Anping and Takao via Swatow and Amoy  | Sosha Maru      | O. S. K.    | 2 April            |
| Nagasaki, Kobe and Yokohama           | Nikko Maru      | N. Y. K.    | 9 April            |
| Shanghai, Tsingtau, Kobe and Yokohama | Luzon Maru      | M. & Co.    | 3 April, about     |
| Shanghai and Moji                     | Jelunga         | D. S. & Co. | 15 April           |
| Shanghai                              | Tjinhai         | J. C. J. L. | Quick despatch     |
| do                                    | Tjibodas        | J. C. J. L. | Quick despatch     |
| do                                    | Tjikini         | J. C. J. L. | Quick despatch     |
| do                                    | Koerber         | S. W. & Co. | 29 March           |
| do                                    | Aaspe           | P. & O. Co. | 27 March, about    |
| do                                    | Linan           | B. & S.     | 20 March           |

## Siamese Minister of War.

The Siamese Minister of War, Prince of Nagorn Jaisri, will probably leave Europe by one of the East Asiatic Co.'s motor ships for Bangkok about the middle of next month. His Royal Highness's health is reported to show little improvement.

Lord Haldane and Montreal. With the approval of the King, Lord Haldane, the Lord Chancellor, has accepted the invitation of the American Bar Association to be its guest and to deliver the annual address at the meeting of the association to be opened at Montreal on September 1, says "The Times." It is not customary for the Lord Chancellor to leave the country. That is the explanation of the King's approval being obtained.

First Australian Admiral. While no official statement has yet been made, it is believed in Sydney (N.E.W.) the Rear-Admiral Patey will be the first Admiral of the Australian Fleet. The new admiral will hoist his flag shortly in the battle-cruiser Australia. Rear-Admiral Patey, who entered the Navy in 1872, was Inspecting Captain of Training Ships in 1907-8 and Rear-Admiral of the 2nd Division of the Home Fleet in 1910-11.

## To Sail

## Hongkong—New York.



## AMERICAN ASIATIC S.S. CO.

## FOR BOSTON &amp; NEW YORK via

## PORTS &amp; SUEZ CANAL.

(With liberty to call at the Malabar Coast)

British S.S. "IVERLYDE" on or about 2nd April, 1918.

For freight and further information, apply to

SHEWAN, TOMES &amp; Co., General Agents.

Hongkong, Feb. 26th 1918. [122]

Church Plate Under a Bed.

The Archdeacon of Coventry, speaking in the Lower House of the Convocation of Canterbury on a question of the insurance of ecclesiastical buildings, said he knew an incumbent who slept with the church plate under his bed every night and was ready to defend it with his life.

## To Sail

## THE AMERICAN &amp; ORIENTAL LINE.

## FOR NEW YORK via SUEZ CANAL.

(With liberty to call at the Malabar Coast)

THE Steamship

"WELSH PRINCE,"

Capt. McKegg, will be despatched as above on Wednesday the 16th April.

For freight and passage apply to

ARNHOLD, KARBURG &amp; CO. General Agents.

Hongkong, 25th Mar. 1918. [1246]

## NORDEUTSCHER LLOYD.

## BREMEN.

## NOTICE.

## FOR KUDAT AND SANDAKAN

Taking Cargo at through rates to

Tawau, Lahad Dato, Labuan, Jolo, Manila and Jesselton.

THE Steamship

"BORNEO,"

Capt. F. Smith, (ready to load Monday) will leave on TUESDAY, the 1st April, at 9 a.m.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD.

MELOHRS &amp; CO.

Hongkong, 25th Mar. 1918. [1246]

MOVEMENTS OF  
STEAMERS.VESSELS ADVERTISED TO  
DEPART TO-MORROW.

| For.         | Vessel.    |
|--------------|------------|
| Swatow,      | Signal.    |
| Japan,       | Tjikini.   |
| Haiphong,    | Sungkiang. |
| Europe,      | India.     |
| Philippines, | Loongsang. |
| Macao,       | Sui Tai.   |
| Sandakan,    | Linan.     |
| Shanghai,    | Koerber.   |
| Tientsin,    | Chipsing.  |

VESSELS ADVERTISED TO  
ARRIVE TO-MORROW.

| From.      | Vessels.  |
|------------|-----------|
| Singapore, | Koerber.  |
| Singapore, | Benavon.  |
| Singapore, | Sithonia. |

## AMERICAN MAIL.

The P. M. s.s. Persia left San Francisco on the 8th inst.

The P. M. s.s. China arrived at San Francisco on the 24th inst.

The P. M. s.s. Siberia arrived at San Francisco on the 17th inst.

The P. M. s.s. Korea left San Francisco on the 15th inst., for Hongkong via Ports.

The T. K. K. s.s. Nippon Maru leaves for San Francisco via usual ports on the 1st prox.

The T. K. K. s.s. Chiyo Maru arrives at San Francisco from Honolulu on the 7th prox., and leaves again for Hongkong on the 19th prox.

The T. K. K. s.s. Shinyo Maru leaves Honolulu for Yokohama on the 28th inst., and is expected here via Manila on the 22nd prox.

Owing to permanent repairs being made on the P. M. s.s. Nile, she will not leave this port until March 31st, but will omit home-ward bound ports of Manila and Honolulu, thus arriving in San Francisco April 19th or 2 days before the s.s. Mongolia, left here on the 25th inst.

## GERMAN MAIL.

The I. G. M. s.s. Lutzow, carrying the German mails, with dates from Berlin of the 5th inst., left Colombo on the 22nd inst., and may be expected here on the 2nd prox.

## CANADIAN MAIL.

The C. P. R. s.s. Montague left Yokohama on the 16th inst., at noon, due to arrive at Vancouver, B.C., on the 30th inst.

The C. P. R. s.s. Empress of Japan left Vancouver, B.C., on the 20th inst., at 10 p.m., and is due to arrive at Hongkong on the 10th prox.

## AUSTRALIAN MAIL.

The E. & A. s.s. Eastern left Sydney for this port via Queensland Ports Port Darwin, Timor and Manila on the 14th inst., and may be expected here on the 6th prox.

## MERCHANT STEAMERS.

The A. L. s.s. Koerber left Singapore for this port on the 24th inst., and will arrive here on the 29th inst.

The Ben Line s.s. Benavon from Leith, Middlesbrough, and London left Singapore on the 22nd inst., and may be expected to arrive here on the 26th inst.

The Danish s.s. Indlen left Singapore on the 25th inst., and may be expected here on the 31st inst.

The P. & O. s.s. Candia arrived at London on the 26th inst., a.m.

The T. K. K. s.s. Buyo Maru leaves for Japan and South American ports on the 3rd prox.

The T. K. K. s.s. Kiyo Maru arrives at Callao from Cruz on the 3rd prox., and leaves again for Iquique on the 7th prox.

The T. K. K. s.s. Hongkong Maru leaves Manila for Honolulu on the 31st inst., and is due here on the 18th May.

The P. & O. s.s. Palawan is expected to arrive at Colombo on the 5th prox., at 6 a.m.

The Swedish East Asiatic Co.'s s.s. Japan left Singapore on the 24th inst., and is expected to arrive here on the 30th inst.

The Swedish East Asiatic Co.'s s.s. Peking left Port Said on the 23rd inst., and is expected to arrive here on the 20th prox.

The Mogul Line str. Lobban sailed from the United Kingdom, on the 26th ult., for the Far East via Straits.

The s.s. Glentworth passed the Suez Canal on the 18th inst., for Hongkong via Straits.

The S. L. s.s. Flintshire from London is due at Hongkong on the 5th prox.

The H. A. L. s.s. Sithonia left Singapore on the 23rd inst., a.m., and may be expected here on the 29th inst., a.m.

## VESSELS IN PORT.

## Steamers.

Billister, Br. s.s., 2,763, Cantell, 21st Mar.—Seattle via Moji 13th Mar., Flou—B. L.

Borneo, Ger. s.s., 1,344, Sembill, 22nd Mar.—Sandakan 17th Mar., Timber—M. & Co.

Buyo Maru, Jap. s.s., 3,410, Has-luneto, 21st Mar.—Moji 16th Mar., Coal—T. K. K.

Canton Maru, Jap. s.s., 1,197, Murakami, 26th Mar.—Moji 20th Mar., Coal—M. B. G. K.

Daijin Maru, Jap. s.s., 899, N. Nagano, 26th Mar.—Tamsui 23rd Mar., Gen.—O. S. K.

Devawongse, Br. s.s., 1,048, O. W. Shearer, 25th Mar.—Saigon 21st Mar., Rice—Order.

Ellerie, Br. s.s., 2,304, Thompson, 20th Mar.—Cardiff via Suez and Colombo 3rd Mar., Coal—Admiralty.

Empress of India, Br. s.s., 5,940, A. J. Harley, 14th Mar.—Vancouver, B.C. 2nd Feb., Gen.—C. P. R. Co.

Hunan, Br. s.s., 1,246, Speed, 27th Mar.—Canton 26th Mar., Ballast—B. & S.

Loongsang, Br. s.s., 1,193, Lenak, 25th Mar.—Manila 22nd Mar., Gen.—J. M. & Co.

Miami Maru, Jap. s.s., Ushikoshi, 26th Mar.—Kwang Yuen 22nd Mar., Stone—Bun.

Nile, Br. s.s., 3,156, Lapsall, 11th Mar.—San Francisco 8th Mar., Gen.—P. M. Co.

Nippon Maru, Jap. s.s., 3,453, A. G. Stevens, 21st Mar.—San Francisco 31st Feb., Flour—T. K. K.

Oriente, Br. s.s., 4,105, Howie, 29th Mar.—Seattle, Tacoma, and Moji 22nd Mar., Gen.—Bank Line.

Panama Maru, Jap. s.s., 2,400, Kanoo, 23rd Mar.—Shanghai 20th Mar., Gen.—O. S. K.

Petchaburi, Ger. s.s., 1,374, O. Gassenich, 27th Mar.—Bangkok, Rice—B. & S.

Pheumphen, Br. s.s., 1,065, J. H. Scott, 19th Mar.—Saigon 15th Mar., Gen.—Wo Fat Sing.

Pongtong, Br. s.s., 998, Botefahr, 17th Mar.—Bangkok 9th Mar., Rice—B. & S.

Taihsun, Br. s.s., 1,214, Passmore, 26th Mar.—Canton 25th Mar., Ballast—O. M. S. N. Co.

Taiwan, Br. s.s., 1,140, Jenkins, 26th Mar.—Saigon 26th Mar., Rice—Chinese.

Telemachus, Br. s.s., 1,562, Fraser, 26th Mar.—Saigon 21st Mar., Rice—Wo Fat Sing.

Tjikini, Dutch s.s., N. La Booy, 21st Mar.—Balk Japan 13th Mar., Gen.—J. C. J. L.

Tjinhai, Dutch s.s., 3,315, Scherbert, 20th Mar.—Muntok 12th Mar., Gen.—J. C. J. L.

Rajah, Ger. s.s., 2,800, Roselsky, 21st Mar.—Sandakan 16th Mar., Gen.—M. & Co.

Saigon Maru, Jap. s.s., 3,411, Yamaguchi, 27th Mar.—Moji 22nd Mar., Gen.—O. S. K.

Si-kiang, Fr. s.s., 606, Henry, 20th Mar.—Haiphong 18th Mar., Gen.—M. M.

Wiegand, Ger. s.s., 391, Ahrens, 19th Mar.—Caroline 12th Mar., Ballast—N. & Co.

Yangtze, Br. s.s., 1,449, Rodway, 18th Mar.—Shanghai 15th May, Gen.—B. & S.

If you have lost your copy of the Hongkong Telegraph, please apply to the ALEXANDRA CAFE, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 14



possible of this opium, and burn it every month until it is all gone.

possible of this opium and burn  
it every month until it is all gone.

We appeal to every newspaper, both Chinese and foreign, to start subscription lists for this purpose. We ask every Church and Missionary, and Y.M.C.A. and Red Cross Society, in aid of Chinese as well as every Anti-Opium Society, to aid in this worthy cause and quickly destroy the poison, and the trade, and save many lives. An International Committee will take the matter in hand. Will all join heartily and freely in this work, and so aid China in this difficult task, and promote the International friendship and progress of the world? Sent out with unanimous approval by the delegates of the National Opium Conference, Peking, "National Review."

**COMMERCIAL**

**India and Gold.**

People talk glibly of the tightness of gold, but it may come a shock to most, says "Fairplay," to learn that India is the main cause of to-day's stringency. The fragile fabric, credit, forms the foundation of the world's commercial edifice, and the cement of credit is cash. The world's annual production of gold is about \$100,000,000, and the total supply available is barely sufficient for trade requirements; and it is utterly insufficient in such times of crisis as the Kiook. First case, when depositors withdraw their gold from the banks and hoarded it in safe deposits. The gold being withdrawn from circulation, ordinary cash business was dislocated, and a severe demand ensued; bullion went at a premium in New York, and threatened depletion of Europe was rejected in abnormal prices. Notwithstanding rising rates, an enormous mass of gold was shipped to America.

was, in fact, shipped to America  
and so delicate is credit that  
sooner was it known that the c

was upon the war, and then the process, the hoarded deposits were released, and when the wave of European gold broke as it went to the coast of America, it funnelled into London, and then it was so that the Bank of England became normal almost before the public knew that the crisis was over. No European country really hoards gold merely for the sake of the metal—the vital supply flows year by year in certain defined channels. And India, however, it is different—she absorbs some £30,000,000 a year, i.e., one-third of the world's production, and this is the non-circulation—that amount that flutters financial doves coo. What comes of the gold absorbed in India is a moot question—experts differ. Some allege gold coin to the value of £140,000,000—£150 million—Hindustani. Others aver that coins are buried, but that which goes out of circulation melted down for ornaments, and what not. Personally, I never met anyone who has seen sovereigns or gold melted down from an underground hoard, but buried rupees, lying all the marks of interest and heavily oxidised except the face met fairly and the metal was retained some time in circulation, and the stained golden thugai utter for knickknacks are frequent.

in evidence in schools are right and slightly wrong for the time being.

evergreen is coming into cultivation in the Himalayas, and will be many years before we shall be able to utilize it for paper purposes. We will have to wait, and meantime we must turn to the deciduous trees, which are turned into pulp in the same way as the evergreen, while continuing to grow in the open air. The usual process is to chip the wood into small chips, and then to cook them in a solution of soda ash, which is then washed out, and the chips are then pressed into sheets of paper.

counsel also have other than  
wise, and I know of a stevedore  
(a wealthy one in India)  
as the U. S. S. "Great Boat," but  
were composed of sovereign  
who, when he wanted making  
one off in much the same way  
the Scottish archer in Qu  
Dargard but with him, from the  
gold chain which he wanted  
to be a wing bill. But which  
boarded or melted the I

for gold absorption must cease, as a menace to increasing international trade, credit, and libe-



## TELEGRAMS.

## HOW ADRIANOPLE FELL.

RECRUITS BLOWN UP.  
[Service to the "Telegraph."]

London, March 27.  
Details have reached Sofia of the assault on Adrianople. Herds of cattle were sent in front to avert the dangers of mined trenches, and mail-clad soldiers provided with bucklers out the wire entanglements surrounding the forts, whose bastioned walls were cut out of rocks forty feet high. These were stormed at the point of the bayonet, this beginning the final attack. The Bulgarian troops were mown down, entire companies being destroyed before the Turkish positions were reached. When this was accomplished the Bulgarians turned the captured cannon on the Turks. Terrible carnage ensued, which was increased by the explosions of the powder magazines.  
It is semi-officially stated in Sofia that the Servians at the north-west fought most bravely, though their task was not to carry the forts. It is stated that one Serbian and one Bulgarian regiment were blown up.  
"A Heap of Smoking Ruins."  
Chukri Pasha in a wire to Constantinople in the evening said: "I shall leave the enemy a heap of smoking ruins."  
King Ferdinand, his sons, attaches, and correspondents are hastening from Sofia to Adrianople.  
Bulgarian Rejoicings.  
Reuters's correspondent at Sofia wires that crowds in the streets on Wednesday night indulged in continuous rejoicings. There were enthusiastic demonstrations outside the British, French and Russian Legations.  
For the Poor.  
The Bulgarian Government has decided to distribute to the poor in Adrianople 100,000 francs worth of flour and 20,000 francs worth of salt, sugar and other foodstuffs.

The Surrender.  
General Ivanoff telegraphs that the Commander-in-Chief received the surrender of Chukri Pasha and appointed a Commandant of the City who will maintain order. General Ivanoff enters Adrianople to-morrow (Friday).  
A Requiem for the fallen in the siege and a Te Deum to mark the victory will be celebrated throughout Bulgaria to-morrow (Friday).  
The Servian Account.  
A message from Belgrade states that the official Servian account of the fall of Adrianople says that Chukri Pasha opened the negotiations for the surrender of the fortress to the Servian commander. The latter declined, not being the Commander-in-Chief.  
The Servians occupied the forts to the north-west of the Danube division, and then advanced to Karagach, the Ottoman troops surrendering to them.  
Premature.  
The news of the surrender of David Pasha with his army of 15,000 at Staumbi River is premature. He offered to surrender on condition that he retained his sword, and afterwards changed his mind. Negotiations are still proceeding.  
Bulgarians Occupy Chatalja.  
Later.  
Reuters's correspondent at Sofia wires that the Bulgarian advance guard at Chatalja to-day (Thursday) drove the Turks beyond Katsan, and the town of Chatalja is now in Bulgarian hands.  
Montenegro Charged.  
Reuters learns that the Austrian Minister at Cetinje has communicated to Montenegro the Powers' decision regarding the northern frontier of Albania as affecting Montenegro. This has caused much surprise, and Montenegro urgently wired to the British Government for confirmation of the decision. This arrived on Wednesday. It appears that Montenegro only gets a strip of water across Lake Skutari and on each shore what Montenegro describes as an insignificant few kilometres mostly under water.  
The Montenegro Minister in London says: "For the loss of 15,000 killed and six months of economic paralysis we are given a tiny valueless strip. I do not know the view of my Government but I fear the worst."

## TELEGRAMS.

## OBITUARY.

MR. CLIFTON BINGHAM.

Reuters's [Service to the "Telegraph."]

London, March 27.  
Mr. Clifton Bingham, the well-known writer of songs, opera lyrics, etc., is dead.  
[The deceased, who was the son of a bookseller, was born at Bristol in 1859 and received his education there. At the age of 19 he was left an orphan. Until 1884 he was connected with the provincial Press, and published his first song in the year 1880. Ever since he has been a most prolific writer of stories, articles, songs, poems, Christmas card verses, children's books, operettas and opera lyrics. He published over 650 songs which gained him world-wide popularity.]

VISCOUNT WOLSELEY.  
AN IMPRESSIVE FUNERAL.

London, March 27.  
The funeral of the late Field Marshal Viscount Wolseley was the most impressive since that of the Duke of Wellington. Six thousand troops participated, and His Majesty the King was in command.  
Every possible honour was paid to the memory of the deceased soldier and the Field Marshals of England acted as pall-bearers. The tomb will be in the passage between the tombs of Lord Nelson and the Duke of Wellington.

CANADA AND JAPAN.  
NEW TREATY RELATIONS.

London, March 27.  
Reuters's correspondent at Ottawa states that Mr. Borden introduces a Bill in the Dominion House of Commons this week providing for Canada's accession to the Anglo-Japanese Treaty of Commerce and Navigation of 1911.  
The treaty will be accepted in its entirety, with the exception of Article 8 regarding reciprocal tariff on certain commodities. Canada will also stipulate that nothing in the Treaty shall affect the Dominion's immigration laws.

SHARP SENTENCE.

Coolie Who Struck a Lady.

Before Mr F. A. Hazeland, at the Police Court, this morning, a coolie was charged with disorderly behaviour at West Point. Inspector Dymond said he was at the junction of Western Street and Des Voeux Road West, yesterday afternoon, and saw the defendant and two others in charge of a military transport truck laden with oil wood. The truck was stopped near the tram line, and a ricksha went by with two Chinese ladies in it. The defendant deliberately struck the woman sitting in the ricksha nearest to him with his hand. Witness went and spoke to him about it, and the defendant laughed and made use of filthy language towards him. The other two men said nothing and took no part in it.  
Defendant said the truck was too heavy, and he stopped. The ricksha came close to him, and being afraid that it would run over him he pushed the ricksha away. He did not touch the woman, and denied abusing the Inspector, saying that he was abusing the fokie.  
His Worship said that his conduct would certainly have to be stopped, and he fined the defendant \$50 or two months' imprisonment in default.

Cutting Trees.

Four Chinese arrested at Wan-chi for cutting trees from Government without permission, were each fined \$2 by Mr. C. D. Molbourne, at the Police Court, this morning.  
Armed Robbery.  
The police report that an armed robbery has been committed in Shanghai Street, Yaumati. Four men, it is stated, entered the house armed with revolvers, and after threatening the inmates stole property valued at \$40.

## TRADE DEVELOPMENTS IN THE FAR EAST.

London Chamber of Commerce Dinner.

Interesting Speeches.

A dinner was held under the auspices of the London Chamber of Commerce on 25th ult. at the Trocadero Restaurant, followed by an interesting discussion on "Trade Developments in the Far East." Mr. Stanley Machin (Vice-President of the Chamber) presided, and the large attendance, together with the fact that the newly-formed section already has a membership of upwards of 250, testifies to the awakened interest which the great British capital is taking in its commercial relations with East Asia and the vast potentialities of the markets there. The company present included Mr. Charles E. Musgrave (secretary), Mr. A. V. Sale, Mr. Charles V. Sale, Mr. Emil Pusch, Mr. J. Mayer, Professor Joseph Henry Longford, Col. Sir J. Roper Parkinson, D.L., J.P. (Consul-General for Montenegro), Mr. B.F. Alston (Foreign Office), Mr. Arthur Serena (Treasurer of the Chamber), Sir Walter C. Hillier, K.C.M.G., Sir Patrick Playfair, Mr. Henry Keswick, M.P., Mr. A.M. Townsend (President of the China Association), Sir Charles J. Owens, Principal W.E. Southill, and Messrs. E.B. Tredwen, J.O.H. Macbeth, Y. Ito, W. Harding Smith (Secretary of the Japan Society), J.W. Thomson, J.W. Clarke, A.J. Cornes, Alfred Darby, Herbert F. Dent, A.J. Campbell Hart, R. Tichborne-Hinckes, Arthur Holt, A.W. Kirton, M. Nagai, F.O.O. Nielsen, Douglas Owen, W.E. Sadler, G.A. Schultz, C.C. Scott, John Swire, A.G. Morey Weale, T.H. Whitehead, O. Alec Young, Kenneth Young, W.S. Ridge (Editor "National Review" Shanghai), W. Newton, and R.H. Tatton.

Referring to the awakening of the great country of China, with its enormous population, the Chairman said that development there would be on the upward grade, that China would develop on European lines, that this would lead to increased demand for foreign goods and that the country which was best equipped to secure that market would gain an enormous benefit. He went on to say that we had no reason to think the attitude of the Chinese official and commercial classes would be other than friendly. As regards education, it was of the utmost importance to train up the young generation of China, and not allow our rivals, America and Germany, to gain an influence which we at present possessed. Speaking of the development of means of communication, and the general resources of the country, he pointed out that finance must play an exceedingly important part here, and he believed that we as a country would move warily in that respect; but at the same time, when sufficient guarantees and security could be given, he believed Englishmen would come forward and be prepared to take reasonable risk in helping forward development on those lines.

Mr. Henry Keswick on Chinese Questions.

Mr. Henry Keswick, M.P. (Chairman of the Far Eastern Section of the Chamber, and head of Jardine, Matheson and Co.), remarked that he did not think it incumbent on him to show our competitors how to catch us up and possibly to pass us. We had in China an enormous field, and at present it was somewhat closed to us owing to changes of government, but we had still the great body of people who were not concerned in uprisings and government intrigues, and who as born traders were determined to trade no matter what else happened. That was the salvation of China. To-day there was supposed to be in China a Republican Government. He wondered if anyone present really in their inmost hearts imagined that such a grotesque thing actually existed. Looking back over the nineteen years since he first went to China he saw enormous improvements in communications of all kinds, railways, waterways, the extension of banking facilities—and he saw extension of trade in every direction; but he was still firmly convinced that the Chinese was not a man who

wanted a Republic. He did not want to send delegates to Peking who should rule him, but he wanted a master, and a master he would have. That the speaker was certain in his own mind, was the sole salvation of the Governments of China. He went on to remark on the extraordinary way in which, amidst all the changes which had been taking place, the great body of trading Chinese had been able to work. As an instance, he mentioned that after the revolution at Wuchang and Hankow people immediately interested in tea wondered whether they were going to get supplies of tea down from that part of the country, owing to the disturbed state of affairs, and owing to the lack of facilities for sending up country; but there was a larger lot of tea brought down to Hankow last year during the troubles than in the previous year. That showed the determination of the Chinese trader to trade.

Opium.

Turning to the opium question, Mr. Keswick said he saw round the tables sundry bottles containing good wine, and they had, no doubt, derived comfort and benefit therefrom. He suggested that opium, an exceedingly expensive drug, supplied in moderation to the Chinese a certain amount of comfort and regeneration. It was, of course, unnecessary for him to point out that, if instead of taking a glass or two of wine they went to excess, precisely the same effect, and a very much worse effect, would be caused than that produced by excess of opium smoking. (Hear, hear.) The point he wished to emphasise, however, was that the Chinese Government was under treaty obligation to allow the entry of this opium into China, and if—as she was being permitted to do—she broke her treaty obligations with regard to opium, why should she not do it with any other article of trade? Speaking of the Consular body, he said that, taking them as a whole, its members were a fine body of men, a credit to their service, and he knew from personal experience that they did their very best to assist merchants in every way they could. The Chairman rightly said they did very well considering the slender means afforded to them. Nobody amongst the diplomats in China was more respected than our present Minister, Sir John Jordan. He spared himself no trouble; he worked day and night in trying to further our interests, but what had he got to back him at home? In our present Foreign Secretary we had a splendid man, but he could not stand alone, he must have behind him the support of the Cabinet Ministers; and although this was no time for politics, he ventured to suggest that the Foreign Minister at home did not get that backing he would like, and he was perfectly positive that Sir John Jordan, working away in Peking, must have one of the most heart-breaking pieces of work to do they could possibly imagine.

Chinese Railways and Loans.  
Referring next to the vastly improved facilities for trade brought about in China by the railways, Mr. Keswick said he had been very much interested to see



**"WINFRED" VIRGINIA CIGARETTES**  
REMARKABLE QUALITY, MODERATE PRICE  
\$0.50 PER TIN OF 50.  
**KRUSE & CO.**

## DAIRY FARM NEWS.

Something Good.

HAVE YOU TRIED OUR  
Farmer's Sugar Cured Bacon?

IT IS PRONOUNCED BY ALL WHO HAVE TRIED IT  
TO BE ABSOLUTELY THE BEST IN THE COLONY.

Prove It For Yourself.

WE HAVE TRIED IT AND CAN RECOMMEND IT.  
SLICED BY A PATENT SLICING MACHINE IN  
RASHERS OF ANY THICKNESS, EXACTLY  
AS WANTED.

**WM. POWELL, LTD.**  
TELEPHONE 846

**PURE LINENS  
FOR  
DRESSES**

IN A LARGE VARIETY OF SHADES.

Special Value 85 CTS. PER YARD.

**OUR BREAD**

PERFECTION.

**CAKES AND PASTRY**  
PAR EXCELLENCE  
TIFFINS, DINNERS & REFRESHMENTS THE BEST,  
**ALEXANDRA CAFE CO.**

**LANE, CRAWFORD & CO.**

GENTLEMEN'S

**TAILORING**

DEPT.

**NEW SPRING GOODS.**

INSPECTION INVITED.

**LANE, CRAWFORD & CO.**

THE DISTILLERS COMPANY'S  
DRY & OLD TOM, LONDON GIN,  
THE "SHIELD" TRADE MARK.



UNSURPASSED FOR QUALITY.

SOLE AGENTS:

**GANDE, PRICE & CO., LTD.**

WINE MERCHANTS,

6, Queen's Road Central, Hong Kong.

Tel. No. 136.

(Continued on page 28)



## Shipping

## CANADIAN PACIFIC RAILWAY COMPANY'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPERESS LINE."

## Sailings from Hongkong and Quebec.

| Ship          | Destination | Date                   |
|---------------|-------------|------------------------|
| "E. of India" | April 8     | "E. of Ireland" May 9  |
| "E. of Japan" | April 26    | "E. of Ireland" May 30 |

All steamers leave Hongkong at 8 p.m.  
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
Passengers booked to all the principal ports in Canada, the United States and Europe, also Alaska and the Yukon.  
D. W. Craddock, General Traffic Agent,  
Corner Fadder Street and Froya (Opposite Blake Pier.)

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (Projected Sailings from Hongkong.—Subject to Alteration.)

| Ship                         | Destination | Date                             |
|------------------------------|-------------|----------------------------------|
| MANILA                       | LOONGSANG   | Saturday, 29th March, 2 p.m.     |
| CHIEF OF SWANTON             | FAUSANG     | Sunday, 30th March, at D.        |
| TIENTSIN                     | SWATOW      | Monday, 31st March, at daylight. |
| SHANGHAI                     | WEIHAIWEI   | Monday, 31st March, at daylight. |
| YAMA, KOBÉ & MOJI            | LAISANG     | Sunday, 30th March, at D.        |
| SINGAPORE, PENANG & CALCUTTA | KUMSANG     | Thursday, 28th April, at 2 p.m.  |
| MANILA                       | YUENSANG    | Saturday, 5th April, at 2 p.m.   |
| SANDAKAN                     | MAUSANG     | Saturday, 5th April, at Noon.    |

RETURN TOURS TO JAPAN (Occupying 34 days).  
The steamers "Kutsang," "Namsang" and "Pookang" leave about every 8 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A daily qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin, Dairen, Weihaiwei, Tsingtau.  
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.  
Telephone No. 215.

## THE ROYAL MAIL STEAM PACKET COMPANY

## PROJECTED SAILINGS FROM HONGKONG.

## Subject to change without notice.

## "SHIRE" LINE SERVICE.—FOWARDS.

| Ship                         | Destination    | Date            |
|------------------------------|----------------|-----------------|
| LONDON & ANTWERP             | DEN OF CROMBIE | About 5th April |
| MARSEILLES, LONDON & ANTWERP | DEN OF CLAMIS  | 30th April      |

## NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

| Ship                                | Destination   | Date            |
|-------------------------------------|---------------|-----------------|
| VICOVER, SEATTLE, TACOMA & PLYMOUTH | FLINTSHIRE    | About 5th April |
| VICTORIA, VANCOUVER & SEATTLE       | HARPAGUS      | 10th June       |
| PORTLAND, TACOMA & SEATTLE          | MONMOUTHSHIRE | 27th June       |

Cargo accepted on through Bills of Lading to all ports in Europe, and North and South America.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.  
AGENTS.

## HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

## JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

| Ship                  | Destination           | Date                  |
|-----------------------|-----------------------|-----------------------|
| HONGKONG TO CANTON    | CANTON TO HONGKONG    | FRIDAY, 28th MARCH.   |
| 10.00 p.m. "HONAM"    | 5.00 p.m. "HEUNGSHAN" | SATURDAY, 29th MARCH. |
| 8.00 a.m. "HEUNGSHAN" | 8.00 a.m. "KINSHAN"   | 10.00 p.m. "KINSHAN"  |
| 10.00 p.m. "KINSHAN"  | 5.00 p.m. "HONAM"     |                       |

These steamers carrying His Majesty's mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

## HONGKONG-MACAO LINE.

|                                                                         |                         |
|-------------------------------------------------------------------------|-------------------------|
| S.S. "HEUNGSHAN" Tons 1651                                              | S.S. "SUI AN" Tons 1651 |
| HONGKONG TO MACAO.                                                      |                         |
| S.S. "SUI AN" at 8 a.m. from Wing Lok Street Wharf.                     |                         |
| S.S. "HEUNGSHAN" at 2 p.m. from Company's Canton Wharf.                 |                         |
| Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf. |                         |

## MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sunday, at 7.30 a.m. and 2 p.m.

## EXCURSION TO MACAO.

SUNDAY, 30th MARCH.

The Company's Steamship, "SUI AN" will depart from the Company's WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.  
N.P.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's WING LOK STREET WHARF.  
This steamer connects with the excursion steamer returning from Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. HOI SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri. at 9 p.m.  
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

## JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 688 Tons, and "NANNING," 448 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANLU." These vessels have superior table accommodation and are fitted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sunday excepted) 9 a.m. to 6 p.m.  
Further particulars may be obtained at the Office of the Company.

## HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

10, TEL. 450 (Opp. Fadder Street, FLOYD).

## Shipping

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)



## Projected Sailings from Hongkong.—

## Subject to Alteration.

| Destination                                                                   | Steamers                      | Sailing Date                                    |
|-------------------------------------------------------------------------------|-------------------------------|-------------------------------------------------|
| LONDON & ANTWERP                                                              | KITANO MARU<br>Capt. E. Cope  | T. 16,000<br>WEDNESDAY, 9th April, at daylight. |
| Colombo, Suez & Port Said and Mediterranean                                   | IYO MARU<br>Capt. Hirasu      | T. 12,500<br>WEDNESDAY, 9th April, at daylight. |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, OGI, & YAMAGUCHI | SHADO MARU<br>Capt. Asakawa   | T. 19,500<br>TUESDAY, 8th April, at Noon.       |
| SYDNEY & MELBOURNE via MANILA, Tientsin, INABA MARU                           | YAWATA MARU<br>Capt. Sekine   | T. 7,000<br>WEDNESDAY, 9th April, at Noon.      |
| TOWNSVILLE and BRISBANE                                                       | INABA MARU<br>Capt. Tomioka   | T. 12,500<br>WEDNESDAY, 9th April, at Noon.     |
| BOMBAY via Singapore and Colombo                                              | IKAMAKURA MARU<br>Capt. Hori  | T. 12,500<br>MONDAY, 31st March.                |
| CALCUTTA via S'pore, Penang and Rangoon                                       | ICHLON MARU<br>Capt. Noma     | T. 12,000<br>SATURDAY, 5th April.               |
| KOBÉ and YOKOHAMA                                                             | TANGO MARU<br>Capt. Kawara    | T. 12,000<br>THURSDAY, 10th April.              |
| YOKOHAMA & NIKKO MARU                                                         | YOKOHAMA<br>Capt. Yagi        | T. 9,000<br>WEDNESDAY, 9th April, at Noon.      |
| SHANGHAI, MOJI & KOBÉ                                                         | SANUKI MARU<br>Capt. Richards | T. 12,500<br>WEDNESDAY, 4th April.              |

† Cargo only.

† Fitted with new system of wireless telegraphy.

## PASSENGER SEASON FOR 1913.

## FOR EUROPE.

| Steamer | Tons displacement | Leaving H.K. |
|---------|-------------------|--------------|
| Kitano  | 16,000            | 9th April    |
| Iyo     | 12,500            | 23rd April   |
| Hirao   | 16,000            | 7th May      |
| Tango   | 18,500            | 31st May     |

## FOR AMERICA.

| Ship     | Tons   | Leaving H.K. |
|----------|--------|--------------|
| Sado     | 12,500 | 8th April    |
| Yokohama | 12,500 | 22nd April   |
| Shidana  | 12,500 | 20th May     |
| Tamba    | 12,000 | 8th June     |

(Subject to change without notice.)

T. KUSUMOTO, Manager.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

| For                  | Steamers    | To Sail                  |
|----------------------|-------------|--------------------------|
| HAIPHONG             | "SUNGKIANG" | 27th March, at 10 a.m.   |
| SHANGHAI             | "LINAN"     | 29th March, at midnight. |
| NINGPO               | "CHIHLE"    | 31st April, at 4 p.m.    |
| MANILA, OBU & ILOILO | "TEAN"      | 1st April, at 4 p.m.     |

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

## DIRECT SAILING TO WEST RIVER. Twice Weekly.

S.S. "LINAN" and S.S. "SANLU"

MANILA LINE.—Twin Screw Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck; all Saloon accommodation of S.S. "Kaitong" is situated on deck, all Electric Fans fitted.  
SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Ohsan, Lian, Ohsan), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
N.P.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.  
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wooning.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 88.

Hongkong 27th March, 1913.

## COMPAGNIE MARITIME INDO-CHINOISE

## Direct Line to Tonquin.

S.S. "SIKIANG" CAPT. HENRY.

Will leave Hongkong for Haiphong ON THURSDAY, APRIL 2ND, AT 2 P.M.

Trip in two days only.

For passage and Freight apply to P. THOMAS.

Agent.

MESSAGERIES MARITIMES CIE.

## Shipping

## HONGKONG—PHILIPPINES.

## PHILIPPINES STEAMSHIP CO.

| Steamship | Tons | Captain        | For                                | Sailing Date              |
|-----------|------|----------------|------------------------------------|---------------------------|
| ZAFIRO    | 4000 | P. S. McMurray | Manila, Manganila, Iloilo and Cebu | MONDAY, 7th April, 4 p.m. |

AMERICAN ASIATIC STEAMSHIP COMPANY.  
NEW YORK, PHILIPPINES, CHINA, JAPAN, ETC.  
For Freight or Passage apply to

## SHEWAN TOMES &amp; CO.

GENERAL MANAGERS

Hongkong 26th February, 1913

(14)

## JAVA-CHINA-JAPAN LIJN.

## Regular Fortnightly Service between JAVA, CHINA and JAPAN.

| Ship    | From  | Expected on   | For      | Will leave on |
|---------|-------|---------------|----------|---------------|
| Tjikini | JAVA  | 2nd half Mar. | KOBÉ     | 2nd half Mar. |
| Tjikong | JAVA  | 2nd half Mar. | SHANGHAI | 2nd half Mar. |
| Tjikong | JAPAN | 2nd half Mar. | JAVA     | 2nd half Mar. |
| Tjikong | JAPAN | 2nd half Mar. | JAVA     | 2nd half Mar. |
| Tjikong | JAPAN | 1st half Apr. | JAVA     | 1st half Apr. |
| Tjikong | JAPAN | 1st half Apr. | JAVA     | 1st half Apr. |
| Tjikong | JAPAN | 1st half Apr. | JAVA     | 1st half Apr. |
| Tjikong | JAPAN | 1st half Apr. | JAVA     | 1st half Apr. |
| Tjikong | JAPAN | 1st half Apr. | JAVA     | 1st half Apr. |
| Tjikong | JAPAN | 1st half Apr. | JAVA     | 1st half Apr. |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building.

(15)

## TOYO KISEN KAISHA

## Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe. PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

| Steamer            | Tons   | Captain         | Date of sailing   |
|--------------------|--------|-----------------|-------------------|
| S.S. "Nippon Maru" | 11,000 | A. G. Stearns   | April 1st, Noon.  |
| S.S. "Tenyo Maru"  | 22,000 | E. Bent         | April 5th, Noon.  |
| S.S. "Shinyo Maru" | 22,000 | H. S. Smith     | April 29th, Noon. |
| S.S. "Chiyo Maru"  | 22,000 | W. O. T. Finner | May 27th, Noon.   |

These steamers are equipped with Turbine Engines and Triple Screw Propellers. All steamers carry Japanese Government wireless telegraph and post office.

## INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & HONOLULU on TUESDAY, the 1st April, 1913, at 8 p.m.

## SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

| Steamer       | Tons   | Date of sailing               |
|---------------|--------|-------------------------------|
| Bayo Maru     | 10,500 | Thursday, April 3, Noon 1913. |
| Hongkong Maru | 11,000 | Wednesday, June 4, Noon.      |
| Kiyo Maru     | 17,200 | Tuesday, August 5, Noon 1913. |

For Further Particulars as to Passages and Freight, apply to

B. MORIMOTO, A.M.

(KING'S BUILDING Opposite Blake Pier.)

## "THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

| Ship      | Tons   | Speed    | Service                                                                                                                                          |
|-----------|--------|----------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| MONGOLIA  | 11,000 | 17 knots | Manila, Cebu, Iloilo, Suez, Aden, Bombay, Calcutta, Rangoon, Singapore, Hongkong, Shanghai, Japan, Australia, New Zealand, South Africa, Europe. |
| MANCHURIA | 11,000 | 17 knots | Manila, Cebu, Iloilo, Suez, Aden, Bombay, Calcutta, Rangoon, Singapore, Hongkong, Shanghai, Japan, Australia, New Zealand, South Africa, Europe. |
| KOREA     | 11,000 | 17 knots | Manila, Cebu, Iloilo, Suez, Aden, Bombay, Calcutta, Rangoon, Singapore, Hongkong, Shanghai, Japan, Australia, New Zealand, South Africa, Europe. |
| SIBERIA   | 11,000 | 17 knots | Manila, Cebu, Iloilo, Suez, Aden, Bombay, Calcutta, Rangoon, Singapore, Hongkong, Shanghai, Japan, Australia, New Zealand, South Africa, Europe. |

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Hondo (via Pacific) to the Pacific Coast via New York to Europe.

## SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.  
THE COST is not more than the cost of the service, but by any other route a passenger ticket to London costs less than the cost of the service. For the INTERMEDIATE SERVICE from Hongkong to London via Suez, Aden, Bombay, Calcutta, Rangoon, Singapore, Hongkong, Shanghai, Japan, Australia, New Zealand, South Africa, Europe, the cost is less than the cost of the service. For the DIRECT SERVICE from Hongkong to London via Suez, Aden, Bombay, Calcutta, Rangoon, Singapore, Hongkong, Shanghai, Japan, Australia, New Zealand, South Africa, Europe, the cost is less than the cost of the service. For the DIRECT SERVICE from Hongkong to London via Suez, Aden, Bombay, Calcutta, Rangoon, Singapore, Hongkong, Shanghai, Japan, Australia, New Zealand, South Africa, Europe, the cost is less than the cost of the service.

Passengers holding tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

## HONGKONG-MANILA SERVICE.

From HONGKONG.

From MANILA.

Leave Hongkong.

Arrive Manila.

Leave Manila.

Arrive Hongkong.

Apr. 15 PERSIA Apr. 17 Apr. 5 PERSIA Apr. 7

May 18 CHINA May 15 Apr. 13 KOREA Apr. 15

June 3 NILE June 5 May 11 MANCHURIA May 13

For Further Particulars apply to P. THOMAS, Agent.

117, FLEET STREET, LONDON, E.C. 4.

For Hongkong, apply to P. THOMAS, Agent.

117, FLEET STREET, LONDON, E.C. 4.

## THOS. COOK &amp; SON,

## Tourist, Steamship and Forwarding Agents.

Bankers, &c.

Head Office for the Far East:—15, DES VUEUX ROAD, HONGKONG.

SHANGHAI:—2-5, Yockow Road. YOKOHAMA:—32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP

Lines and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

CASHED.

FOREIGN MONIES exchanged.

117, FLEET STREET, LONDON, E.C. 4.

## LOG BOOK.

## Captain Censured.

Judgment was given at Glasgow last month in the Board of Trade inquiry into the loss of the steamship Thetis off the coast of Brazil, the court finding the captain guilty of an error judgment and severely censuring him.

## Notice to Mariners.

Ministers, officers and others charged with the navigation of vessels have been warned by the authorities to keep a look out for a raft of piles drifting with the currents off the east coast of Mindoro. The master of the small steamer Avante reports that on Sunday, March 16, while opposite Porton, Fortune Island, he had to abandon a raft of 40 piles on account of the breaking of the two lines. The Avante was en route from Pinamalayan, Mindoro, to Manila with the raft in tow.

## Whalers at Colombo.

Two small whalers flying the Norwegian flag, were in Colombo recently, returning home after fishing in New Zealand. They were engaged in whale-fishing in Port Russell, New Zealand, from June to December last year, the fishing being done by means of a harpoon. A shipment of 4,000 barrels of whale oil, produced by their fishing, has been shipped to Europe. Having received orders to proceed home, they left New Zealand on December 24, and made a stay of three weeks at Fremantle. They called at Batavia for coal, and at Colombo for the same purpose. Exchange.

## A New Bucknall Boat.

The "Kentucky," the latest addition to the Bucknall steamship line, arrived at Madras from New York via eastern ports. She has a deadweight capacity of 11,000 tons and is fitted with the latest improvements for rapid handling of cargo. The vessel both hull and machinery were built by Messrs. Workman and Clark of Belfast. It is capable of developing a speed of 14 knots. The "Kentucky" is the first of six vessels of similar type now building for the Bucknall steamship line for their Eastern trade. These boats will make a considerable addition to their already large fleet. Captain Lee is in command of the vessel which is fitted with wireless telegraphy.

## H. A. L. and the Pacific.

That the Hamburg-American Line intends to enter the Pacific Coast field in earnest, and that without any delay, is evident says the "Cable News American." Announcement has just been received from Europe of the appointment of representatives for the company at various ports on the Coast. Harold H. Ebey at San Francisco, Dudley W. Burdard at Seattle, O. Gardner Johnson for British Columbia, and Fritz Herrold at Portland. The appointment of Mr. Ebey, selected to represent the company at San Francisco, is a most wise one, and certainly a popular one with all who have business dealings with him. As general agent there for the Kosmos Line he has made for himself a host of friends.

## Improved Armour Plate.

A former student at the Sheffield University has invented a process of making armour for battleships which promises to revolutionize the industry. His name is William Hanley Worrall, and he is a partner in an engineering firm. The method of manufacture is being kept secret, but broadly the idea is to bind together a series of steel plates, each separately hardened, so that a projectile would



## COMMERCIAL.

## Shanghai Share Market.

Messrs. J. P. Bisset and Co. in their report dated 20 March, state:—

A comparison of today's share quotations with those of a week ago makes evident the slight hardening in Rubber share rates which has taken place during the last few days. The most that can be said is that the tendency is towards higher prices, and apparently the market is swinging back after the rather sharp drop which followed the consistently steady rise during the first two months of the year. The drop in exchange has no doubt been a contributory factor in the hardening of prices.

Starling Quotation:—The T.T. Rate on London today is 2/6.3-4 Business Recorder:—

March 17th:—Shanghai Land 6 percent (1912) Tls. 103 cash. Langkats Tls. 72 x d. Mirch. Indos Tls. 44 cash. S. and H. Wharfs Tls. 107 cash. Ewos (pref.) Tls. 100 cash. Java Consols Tls. 15 cash. Anglo-Javas Tls. 9.35 cash. Chirga Tls. 4.20 cash. Gulas (local) Tls. 13 cash. Consolidated Tls. 5.1-4 cash. Tramways Tls. 66 cash.

March 18th:—Shanghai Cottons Tls. 134 March. Padangas Tls. 13 cash. Kots Tls. 13 cash. Chemors Tls. 2.10, 2.15 cash. Jana Consols Tls. 15 cash. Gulas (local) Tls. 13.40 cash. Ayer Jawas Tls. 17 cash. Kapalas Tls. 1.30 cash. Consolidated Tls. 5.15 cash. Tramways Tls. 67, 68 cash. Works \$23 cash. Langkats Tls. 72 x d. March. Shanghai Docks Tls. 60 March.

March 19th:—Kung Yiks Tls. 14 cash. Padangas Tls. 13, 14.10 cash. Gulas (local) Tls. 13 cash. Repals Tls. 1.30, 1.35 cash. Chemors Tls. 2.1 cash. Krowoeks Tls. 11 cash. Shanghai Malays Tls. 8 cash. Sonawangs Tls. 24 cash. Sui Manggis Tls. 7.60 cash. Anglo-Javas Tls. 9.35 cash. Ziangbes Tls. 5 cash. Sangei Daris Tls. 8 cash. Shanghai Tugs (pref.) Tls. 44 cash.

Railway Electrification in India. While the vague general statements recently made as to projects for railway electrification in India on a vast scale are not justified by the facts, it is the case says the "Times," the proposals for the introduction of electric traction on the lines of the Great Indian Peninsula, the Bombay, Broads, and Central India, and the Bombay Port Trust Railways serving the town and island of Bombay are under investigation, the length of track involved being from 50 to 100 miles. The overhead system is to be employed, as it would be difficult to train Indian coolies to recognize the danger of contact with the third rail. The first line of railway constructed in India, the portion of the Great Indian Peninsula system from Bombay to Kalyan, some 34 miles in length, has been congested for many years, for it is at Kalyan that the two trunk lines of the Company, that from the north and east coming down from the Thull Ghat, and that from the south by way of the Bhore Ghat, converge to cross the Konkan plains to Bombay. To cope with this constantly increasing pressure the track is to be quadrupled, and a large goods station of modern design is being built at Kalyan. There are already four tracks from Victoria Terminus to the outskirts of Bombay City, and in the first instance the doubling process is to be continued to Thana. This work, which involves the construction of a new causeway over the Bandora Creek, is already in hand, and the estimated cost of the section is \$470,000. But the heaviest work is from Thana to Kalyan. This bridge crosses Thana Creek, which forms the head of Bombay Harbour, has to be doubled, and an entirely new tunnel, to be cut through Parik Hill, to the east of the present line, will provide express traffic with a shorter and more direct route. The tunnel will be 4,300 ft. in length, and the tender of Messrs. Pauling for its construction by July 1915, has been accepted. There will be some heavy bringing across the creeks of the Thana-Kalyan section, and though it extends over only a little more than 12½ miles the quadrupling will cost \$202,333, and will take three or four years to complete. These im-

provements will be of immense advantage in handling the traffic brought down the Western Ghats, but they will not solve the problem of the actual Ghat sections. These are a triumph of the engineering skill of more than a half a century ago; but great delays are caused by the reversing station system and by the necessity for splitting heavy trains in two. It is the adoption of electric working is being considered as a possible solution of the difficulties, Mr. Merz having been consulted on the subject. At Calcutta the question of adopting electric traction on from 20 to 40 miles of the suburban lines of the Eastern Bengal State Railway is also under investigation.

## Mathematics in the Family.

Miss Hilda Hudson, M.A., daughter of Professor Hudson, Professor of Mathematics in King's College, London has been appointed lecturer in mathematics at West Ham Technical Institute at a salary of £200. Miss Hudson was placed equal to seventh wrangler at Cambridge in 1903; her sister was equal to eighth wrangler in 1900; and a brother, who was killed in a bill-climbing accident, was senior wrangler in 1898. Professor Hudson was third wrangler in 1891, and his brother was a second wrangler.

## Public Auction.

G. P. NOTICE.

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Public Auction Sale, to be held on Monday, the 31st day of March, 1913, at 3 p.m., at the Office of the Public Works Department, by Order of the Executive Engineer of the One Lot of Crown Land above Kew Road in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at 75 years, to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

| No. of Acres | Boundary Measurements | Area in Acres | Area in Square Feet | Area in Square Meters |
|--------------|-----------------------|---------------|---------------------|-----------------------|
| 1            | As per plan.          | 5.160         | 224,000             | 224,000               |

## Public Companies

## THE CHINA BORNEO CO. LIMITED.

## NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building at 11.30 a.m. on Thursday the 28th of April, 1913, to receive a Statement of Accounts to the 31st December, 1912, and the Report of the General Manager and the Report of the Auditors. The Treasurer Books of the Company will be closed from the 20th March to the 31st of April, both days inclusive. The Chairman: W. G. DARBY, General Manager.

## THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LIMITED.

## NOTICE.

NOTICE IS HEREBY GIVEN that the Ship Certificate No. 7543 issued 30th May 1912 for two 750-ton steamers numbered 39788/39790, 7480/7445 and 37030/37038 of this Company, in the name of Gabriel Poulé, has been lost, and should the same not be produced before the 10th April 1913, New Ship Certificate will be issued to the said Gabriel Poulé, and no transaction taking place under the said Ship Certificate No. 7543 will be recognized by the Company.

W. E. OLARKE, Secretary. Hongkong, March 11th, 1913.

It is to be noted that the said Gabriel Poulé will be Counter-signed & Promptly Served just the same. Only at the ALEX. ANDREAS.

## Entertainments

## THEATRE ROYAL

MAURICE E. BANDMANN PRESENTS THE NEW BANDMANN OPERA COMPANY.

TO-NIGHT For the First Time in Hongkong

Mr. George Edwards' New Daly's Theatre, London Success. GIPSY LOVE (Die Zigeuner Liebe)

From Daly's Theatre, London. Prices: Dress Circle and Orchestra Stalls, \$3.50; Stalls, \$3.00; Pit, \$2.00; Gallery, \$1.00.

Doors open at 8.30. Commence at 9 Sharp. Booking at MOUTRIE & CO.

## BIJOU.

TO-NIGHT.

Madcap Molly. (Drama) A Strange Peacemaking. The Glory of Whiffles. (Comic) Losing His Head. (Drama) Pathe Gazette. (Drama) Gaumont Graphic. (Drama)

Miss CECILE STEPHANO (a) "Bourne you were An Old Sweetheart" (b) "Nirvana"

Miss VIOLET BONETTA (a) "Easy Street" (b) "Clair de Lune"

Artists at all Matinees. Commence at 2.30. Every Wednesday & Saturday.

7.15 PICTURES ONLY 7.15

## VICTORIA THEATRE.

Enormous Success of the THUNDERBOLT MAN. Wonderful Imitator of Antonio Lual Danes.

ALEXANDER GALINSKY. SATURDAY, 22nd. Debut of the FAMOUS ARTIST Miss ARKAS.

Song in English, Russian, Portuguese & Italian. The Charming Solo-Dancer Freda Alder. The Magnificent New Film, "THE BOHEMIAN GIRL."

## Notice

## LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate, having been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write care of "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor. Hongkong, 29th Feb. 1913.

## NOTICE.

W. M. POWELL, Ltd., having secured the services of a cattle with long and varied experience, beg to announce the establishment of a TAILORING DEPARTMENT in their main store, Des Voeux Road. A trial order would be greatly appreciated. All garments will be made in our own workshops.

## OSMAN V. CASUM.

MILLINERS & DRAPERS LADIES & CHILDREN'S WEAR. No. 1 & 3 D'Aguiar Street.

## THE FAMINE IN CHINA.

EIGHT Famines Districts with an area of 30,000 square miles. TWO and a half million people under starvation.

PLEASE SEND YOUR CONTRIBUTION TO-DAY. IT WILL HELP TO SAVE LIFE. Treasurer, H. O. GULLAND, Esq. Manager, International Banking Co. Ltd. 24th January 1913

MARTIN'S APOLLO PILLS

A French Remedy for all the troubles of the system. It is a most valuable medicine for the cure of all the troubles of the system. It is a most valuable medicine for the cure of all the troubles of the system.

MARTIN'S APOLLO PILLS

A French Remedy for all the troubles of the system. It is a most valuable medicine for the cure of all the troubles of the system. It is a most valuable medicine for the cure of all the troubles of the system.

MARTIN'S APOLLO PILLS

## Banks

## INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York. London Office: 25, Abchurch Lane, E.C. 4.

BRANCHES: Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.

Capital and Reserve: \$100,000,000. (Gold) \$25,000,000. (Sinking Fund) \$25,000,000. (Surplus) \$50,000,000.

DEPOSITS RECEIVED, for one year at 4 per cent, for two years at 5 per cent, for three years at 6 per cent, for four years at 7 per cent, for five years at 8 per cent.

LETTERS OF CREDIT AND TRAVELERS' CHECKS issued on all principal cities of the world. THE BANK'S CIRCULAR LETTERS OF CREDIT are available in all parts of the world.

PURCHASE AND SALE of Stocks and Shares. TRAVELERS' CHECKS sold and cashed. G. H. HODGSON, Manager. 9, Queen's Road, Hongkong. Hongkong, 1st Nov. 1912.

## THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880. Authorised Capital Yen 48,000,000. Paid-up Capital " 30,000,000. Reserve Fund " 17,500,000.

Head Office: YOKOHAMA.

Branches: Antung-Hsien, Nagasaki, Bombay, Newchwang, Calcutta, New York, Changchun, Osaka, Dairen, Peking, Fongtien, Ryokun Port, Harbin, (Arthur), Hankow, San Francisco, Honolulu, Shanghai, Kobe, Tientsin, Liao-Yang, Tokyo, London.

Interest Allowed on Current Account. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager. Hongkong, 11th Jan. 1913.

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853. For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

HEAD OFFICE: LONDON. Paid-up Capital: £1,200,000. Reserve Fund: £1,350,000. Reserve Liability: £1,200,000.

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager. Hongkong, 11th April, 1912.

## Notices

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up: \$1,250,000). Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System.

(Rates and Particulars on application). The Office of TRUSTEE, EXECUTOR, OF WILLS, ATTORNEY, &c. Undertaken and Executed. SBEWAN, TOMES & Co. General Manager. Hongkong, 15th March, 1909.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT. In Casks of 37½ lbs. net. In Bags of 250 lbs. net. SBEWAN, TOMES & Co. General Manager. Hongkong, 15th August, 1901.

## KELLY &amp; WALSH, LTD.

CAMBRIDGE MANUALS. 80 cents each. Browning, A. Chaston Chapman. The Individual in the animal Kingdom. Julian S. Huxley. The Psychology of Insanity. Bernard Hart. The Work of Rain & Rivers. T. G. Boney. House Flies & How they spread Disease. O. G. Hewitt. The Origin of Earthquakes. O. D. Davis. Early Religious Poetry of the Hebrews. E. G. Klag. Brasses. J. S. M. Ward. The Natural History of Coal. E. A. M. Arce.

Authorised Capital: £1,500,000. Subscribed: £1,125,000. Paid-up: £562,000. Reserve Fund: £415,000.

HEAD OFFICE: 40, Threadneedle Street, London, E.C. 2. BRANCHES: Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, Peking, Shanghai, Singapore, Tientsin, Yokohama.

AGENTS IN JAPAN: Messrs. Jardine, Matheson & Co. Ltd. BANKERS: Bank of England, London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Clients. Letters of Credit granted on Agents and Correspondents all over the world. Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

Authorised Capital: £1,500,000. Subscribed: £1,125,000. Paid-up: £562,000. Reserve Fund: £415,000.

## Banks

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

Paid-up Capital: £15,000,000. RESERVE FUNDS: Sterling £1,500,000 at 2½. Silver 7,000,000.

Reserve Liability of £15,000,000. COURT OF DIRECTORS: T. H. ARMSTRONG, Esq. Chairman. Hon. Mr. C. H. ROSS, Deputy Chairman.

S. H. DODWELL, Esq. G. FRIEDLAND, Esq. G. S. GUBBY, Esq. G. H. LAURENCE, Esq. F. LIEB, Esq. W. L. PATTENSON, Esq. J. A. PLUMMER, Esq. Hon. Mr. E. SHELLIM. H. A. SIEBS, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB. ACTING MANAGER: Shanghai—A. G. STEPHEN. London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed. On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 2½ per cent per annum. For 6 months, 3½ per cent per annum. For 12 months, 4 per cent per annum.

## HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ Per Cent per annum.

Depositors may transfer at their option balances of £100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

## DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up: 8,000,000 Marks. Head Office: Shanghai. Board of Directors: Berlin.

Branches: Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

MESSRS. N. M. ROSENTHAL & SONS, The Union of London and Smith's Bank, Limited, London.

Direction der Disconto Gesellschaft. INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHEIDT, Manager. Hongkong, 2nd Oct. 1911.

## THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital: £1,500,000. Subscribed: £1,125,000. Paid-up: £562,000. Reserve Fund: £415,000.

HEAD OFFICE: 40, Threadneedle Street, London, E.C. 2. BRANCHES: Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, Peking, Shanghai, Singapore, Tientsin, Yokohama.

AGENTS IN JAPAN: Messrs. Jardine, Matheson & Co. Ltd. BANKERS: Bank of England, London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Clients. Letters of Credit granted on Agents and Correspondents all over the world. Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

Authorised Capital: £1,500,000. Subscribed: £1,125,000. Paid-up: £562,000. Reserve Fund: £415,000.

HEAD OFFICE: 40, Threadneedle Street, London, E.C. 2. BRANCHES: Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, Peking, Shanghai, Singapore, Tientsin, Yokohama.

AGENTS IN JAPAN: Messrs. Jardine, Matheson & Co. Ltd. BANKERS: Bank of England, London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Clients. Letters of Credit granted on Agents and Correspondents all over the world. Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

Authorised Capital: £1,500,000. Subscribed: £1,125,000. Paid-up: £562,000. Reserve Fund: £415,000.

HEAD OFFICE: 40, Threadneedle Street, London, E.C. 2. BRANCHES: Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, Peking, Shanghai, Singapore, Tientsin, Yokohama.

AGENTS IN JAPAN: Messrs. Jardine, Matheson & Co. Ltd. BANKERS: Bank of England, London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Clients. Letters of Credit granted on Agents and Correspondents all over the world. Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

## Exchange

| Selling.                   | Buying.                           |
|----------------------------|-----------------------------------|
| T/T. 1/11 3/16             | 4 m/s. L/C 1/11 1/16              |
| Demand 1/11 1/16           | 4 m/s. D/P 1/11 1/16              |
| 30 d/s 1/11 1/16           | 6 m/s. L/C 1/11 15/16             |
| 60 d/s 1/11 1/16           | 30 d/s. Sney & Melbourne 2/       |
| 4 m/s 1/11 1/16            | 30 d/s. San Fco & New York 47 3/4 |
| T/T. Shanghai 73 3/4       | 4 m/s. Marks 203 3/4              |
| T/T. Singapore 82 1/2      | 4 m/s. Francs 2.450               |
| T/T. Japan 95              | 6 m/s. do 2.525                   |
| T/T. India 144 1/2         | Bar Silver ready 26 1/2           |
| Demand India 145           | forward 26 1/2                    |
| Demand Manila 95           | Gold Leaf per tael 1/30           |
| T/T. San Fco & New York 37 | Bank of England rate 5 1/2        |
| T/T. Java 118 3/4          | Sovereign 10.25                   |
| T/T. Marks 197 1/2         |                                   |
| T/T. Francs 244 1/2        |                                   |

| Subsidiary Coins.             | Malwa, Old              |
|-------------------------------|-------------------------|
| Discount per \$100            | 3,200                   |
| Chinese 20 cts. pieces 47 1/2 | Patna, New 3,200 percho |
| Chinese 10 " 47 1/2           | Patna, Old 3,100        |
| Hongkong 20 " 46 3/4          | Benares, New 3,250      |
| Hongkong 10 " 47 1/2          | Benares, Old 2,900      |

Optim Quotation. Feb. 27. Malwa, New \$2,900 percho

## SHARE REPORT.

| S-SELLERS                  | SA-SALE              | B-BUYERS | LAST DIVIDEND AND DATE.                                         |
|----------------------------|----------------------|----------|-----------------------------------------------------------------|
| STOCKS & PAID UP VALUE.    | CLOSING QUOTE        |          |                                                                 |
| BANKS                      |                      |          |                                                                 |
| Hongkong & Shanghai 125    | \$805 b.             |          | 22/5/- at ex 2/1 equal to \$21.71 for 1/2 year ending 31/12/12  |
| MARINE INSURANCE           |                      |          |                                                                 |
| Cantons 50                 | \$285                |          | \$18 for 1911                                                   |
| North China 25             | \$135 b.             |          | Interim of 10/- for 1911                                        |
| Unions 100                 | \$840 b.             |          | Final of \$20 making \$50 for 1909 and Interim of \$30 for 1911 |
| Yangtzes 250               | \$200 b.             |          | \$12 for 1909 and Int. of \$3 on account of 1910                |
| FIRE INSURANCES            |                      |          |                                                                 |
| China Fires 20             | \$146 1/2 b.         |          | \$7 & b's of \$2 for 1910                                       |
| Hongkong Fires 50          | \$356 1/2 a.         |          | \$27 for 1912                                                   |
| SHIPPING                   |                      |          |                                                                 |
| China & Malacca 25         | \$10                 |          | \$1 for 1906                                                    |
| Douglas Steamship 50       | \$34 1/2 a.          |          | 5 p.c. for year end 30/6/12                                     |
| Steamboats 15              | \$22 1/2 b.          |          | Dividend of \$1 for half year ending 31/12/12                   |
| Indo-China (Preferred) 25  | \$93 1/2 b.          |          | 6 p.c. for year 1910 on preferred shares                        |
| (Deferred) 25              | \$113 1/2 b.         |          | 1/- per share Coupon No 19                                      |
| "Shell" Transports 21      | \$11 b.              |          | 15 p.c. for year ending 30.4.12                                 |
| "Star Ferry" 10            | \$39 b.              |          | \$3 for 1913                                                    |
| REFINERIES                 |                      |          |                                                                 |
| China Sugars 100           | \$103 1/2 b. ex div. |          | \$3 for 1897                                                    |
| Luzon Sugars 100           | \$38 1/2 b.          |          | 1/6 per share final 1911                                        |
| MINING                     |                      |          |                                                                 |
| Chinese Engineering 21     | 32/6                 |          | (Coupon No. 18)                                                 |
| Tronohs 21                 | \$1/- b.             |          | 7/6 per share on 150,000                                        |
| Raub 21                    | \$3.85 b.            |          | 1/2 for 1909                                                    |
| ROCKS, WHARVES, & OILWORKS |                      |          |                                                                 |
| Kowloon Wharfs 50          | \$76 a.              |          | \$4.50 for year 1912                                            |
| H.K. & W. Poo Docks 50     | \$68 b.              |          | \$1 final dividend for year 1912                                |
| Shanghai Docks T. 100      | \$7.61 b.            |          | Tls. 3 for 191                                                  |



TRADE DEVELOPMENTS  
IN THE FAR EAST.

(Continued from Page 7).

were doing so. They gave the preference in every case to their own folk, but when they found their own folk could not produce so cheaply as others, or as they could themselves on the spot, he did not see that they should be prevented from taking advantage thereof. Mr. Keswick remarked further that the attitude of the Chinese merchant to us was entirely friendly, and the reason was that he had found when we said we would do a thing we did it. That was the greatest recommendation we had, and one, he trusted, that would be always carefully conserved by our people. With regard to the Chinese official the speaker recalled that during the China Japanese War he used to chaff the coolies or boys, and even the compradors—to whom he owed money—(laughter)—and say, "The Japanese are getting the better of you; why don't you go and fight them?" And they all said, "It has got nothing to do with us; that is the business of the mandarins. They are put there to look after the country and do the governing work; it is no concern of ours, we are traders." That showed the distinction between the two classes. The mandarin's job was the job of governing, and he did it as he could. The work of the trader was to trade, and he liked us, and we liked him, and so long as we treated him decently he would treat us decently. The speaker thought we had a pre-eminence in the trading world because we were straight. On these terms his hearers had nothing whatsoever to fear in regard to developments of trade in the Far East. He could assure them they would have their portion. (Loud applause.)

## HEAVIER NEXT TIME.

Ricksha Coolies Fined for Obstruction.

Two ricksha coolies were charged before Mr. O. D. Melbourne at the Police Court, this morning, with causing an obstruction at the Star Ferry wharf (Hongkong side), yesterday.

Inspector Withers in charging the men said that obstruction occurred every time a Canton train arrived at Kowloon, and it was a nuisance.

His Worship told the defendants that they were liable to a fine of \$50 each with the alternative of two months imprisonment. He would fine them \$1 each and caution them. He also advised them to tell their friends that the fine would be heavier next time.

## Stole a Brass Step.

A sentence of one month's imprisonment and four hours' sticks was passed upon a man charged before Mr. F. A. Hazelard, this morning, with stealing a brass step from a ricksha at Hung Hom.

## False Pretences.

A man and woman were charged before Mr. O. D. Melbourne, at the Police Court, this morning, by Inspector McHardy with attempting to obtain the sum of \$10 by false pretences from a pawnbroker at Wanchai by representing a gold washed ring to be real gold. The male defendant was fined \$50 or in default six weeks, and the woman discharged.

## IT'S SAID

"You can't please every

body." But JOHNSTONE'S

M. P. WHISKY has a splendid

start. It is only a question of

getting every body to try it.

OBTAINABLE EVERYWHERE.

H. RUTTONIE & SON,  
WINE & SPIRIT MERCHANTS.

## THE ABSENT WITNESS.

A case in which Mr. Lewis, of Messrs Johnson Stokes and Master, appeared for the plaintiff and Mr. Davidson, of Messrs Hastings and Hastings, for the defendant was mentioned this morning in the Summary Court before Mr. Justice Kemp. Mr. Lewis said that his friend had looked up his principal witness in prison and he would ask for the case to go over. An adjournment for a week was ordered.

## STONEHENGE FOR THE NATION.

Condition of the Sale of the Property.

The Amesbury Abbey property of Sir William Ambrose, in Wiltshire, of which Stonehenge forms a part, has been placed in the hands of Messrs Knight, Frank, and Rutley for sale by private contract, but it is a condition of the sale that Stonehenge shall not be included but shall be preserved for the nation.

The War Office owns a large portion of Salisbury Plain, and Colonel Seely has been informed of the approaching sale. Stonehenge is the oldest, most imposing, and most mysterious of British prehistoric remains. The most probable theory is that it was meant as a temple for sun worship and that the stones were placed in their present position between 1800 and 1600 B.C. From excavations it is known that there was a great cemetery in the age of bronze on Salisbury Plain, and at this temple the last honours may have been rendered to the dead.

## ST PAUL'S DANGER PAST.

Abandonment of tramway Subway.

The threatened danger to St. Paul's from the construction of a tramway subway within a short distance of the east end of the cathedral—a danger which has been kept constantly before readers of this journal—was finally dispelled recently when the London County Council decided by 65 votes to 51 to withdraw the scheme.

Mr. Pilditch, chairman of the Parliamentary Committee, said it was now recognised that it was out of the question to build the subway. The Council, however, had agreed to contribute £3,500,000 to the cost of St. Paul's Bridge on condition that the tramways were allowed to be brought through the proposed subway to Chancery Lane; now that the subway was abandoned they had to see how the matter stood so far as the Council's contribution was concerned.

Sir John Benn unsuccessfully proposed that the tramways should end on the City side of the bridge. Several members pointed out that the City Corporation had already refused to consider such a proposal, to which the police objected on traffic grounds.

Mr. Melbourne at the Police Court, this morning: Tell that man behind there, there is a heavy penalty for smoking in Court. The smoker took the hint.

## Larceny of Wood.

A man who stole wood valued \$12 was sent to the gaol for six weeks by Mr. O. D. Melbourne, at the Police Court, this morning. Inspector McHardy proved the charge.

## POST OFFICE.

## MAILS VIA SIBERIA.

Mar. 13 Mar. 29  
Mar. 19 April 4

## MAILS CLOSE.

Swatow—Per Signal, 29th Mar., 8 a.m.  
Straits—Per Shimosa, 29th Mar., 10 p.m.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, the 28th Mar., at 5 p.m.—Per India, 29th Mar., 11 a.m.

Philippine Islands—Per Loong-sang, 29th Mar., 1 p.m.  
Macao—Per Sui Tai, 29th Mar., 1.15 p.m.

Saigon—Per Devawongse, 29th Mar., 4 p.m.  
Saigon—Per Taiwan, 29th Mar., 4 p.m.

Shanghai and North China (Europe via Siberia)—Per Linan, 29th Mar., 5 p.m.

Shanghai and North China—Per Koerber, 29th Mar., 5 a.m.  
Tientsin—Per, Chipehing, 29th Mar., 5 p.m.

Chefoo and Chingwantao—Per Fausang, 29th Mar., 5 p.m.

Japan via Yokohama—Per Laisang, 29th Mar., 5 p.m.  
Shanghai and North China—Per Choyang, 29th Mar., 5 p.m.

Swatow—Per Haimun, 30th Mar., 9 a.m.  
Hothow, Touran and Quinhon—Per Helena, 30th Mar., 9 a.m.

Swatow, Amoy and Foochow via Tamsui—Per Daijin-maru, 30th Mar., 9 a.m.  
Hainan, Pakhoi and Saigon—Per Sungkiang, 30th Mar., 9 a.m.

Batavia, Samarang & Sourabaya—Per Tjipanas, 31st Mar., 10 a.m.

Japan via Nagasaki, Canada, United States and South America via San Francisco—Per Nile 31st Mar., noon.

Macao—Per Sui Tai, 31st Mar., 1.15.  
Ningpo—Per Chihli, 31st Mar., 3 p.m.

Swatow—Per Pongtong, 31st Mar., 5 p.m.

Shanghai, North China and Japan via Yokohama—Per China, 31st Mar., 5 p.m.  
Kudat and Sandakan—Per Borneo, 1st April, 8 a.m.

Philippine Islands, Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per Yokok, 1st April, 9 a.m.

Swatow, Amoy and Foochow—Per Hatching, 1st April, 9 a.m.

Philippine Islands, Timor, Australia, Tasmania, & New Zealand via Port Darwin—Per St. Albans, 1st April, 10 a.m.

Japan and Koba—Per Tjikini, 1st April, 10 a.m.

Shanghai, North China Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Europe via Siberia)—Per Nippon-maru, 1st April, 11 a.m.

Macao—Per Sui Tai, 1st April, 1.15.

Philippine Islands—Per Tean, 1st April, 3 p.m.

Amoy and Foochow—Hatching, 1st April, 5 p.m.

Swatow—Per Haimun, 2nd April, 10 a.m.

Shanghai, North China and Japan via Nagasaki, Victoria and Tacoma—Per Panama-maru, 2nd April, 1 p.m.

Macao—Per Sui Tai, 2nd April, 1.15 p.m.

Japan via Moji, Honolulu, Manzanillo, Sallina Cruz, Arica, Iquique, Valparaiso, and Coronel—Per Bujo-maru, 3rd April, 11 a.m.

Straits and Calcutta—Per Kumsang, 3rd April, 1 p.m.  
Macao—Per Sui Tai, 3rd April, 1.15 p.m.

Swatow, Amoy and Foochow—Per Hatching, 4th April, 0 a.m.

## SHIPPING NEWS.

## ARRIVED.

Triumph, Ger. s.s., 760, Langschwazer, 27th Mar.—Quinhon 23rd Mar., Rice—J. & Co.

Laisang, Br. s.s., 2,225, Tadd, 27th Mar.—Calcutta 11th Mar. Gen.—J. M. & Co.

Sungkiang, Br. s.s., 987, Finlayson, 27th Mar.—Haiphong 26th Mar., Gen.—B. & S.

Assaye, Br. s.s., 4,359, Cookman, R.N.R., 27th Mar.—Bombay 18th Mar., Gen.—P. & O. S. N. Co.

Shimosa, Br. s.s., 4,991, H. S. Bass, 27th Mar.—Shanghai, Gen.—D. & Co.

Haimun, Br. s.s., 641, Evans, 28th Mar.—Swatow 27th Mar., Gen.—D. L. & Co.

Tenyo Maru, Jap. s.s., 7,263, E. Bent, 28th Mar.—San Francisco 1st Mar., Gen.—T. K. K.

Kamakura Maru, Jap. s.s., 6,126, Hore, 28th Mar.—Moji 23rd Mar., Gen.—N. Y. K.

India, Br. s.s., 4,198, Gordon, 28th Mar.—Shanghai 25th Mar., Gen.—P. & O. S. N. & Co.

Sosho Maru, Jap. s.s., 1,119, K. Sashiro, 28th Mar.—Swatow 27th Mar., Gen.—O. S. K.

## CLEARANCES AT THE HARBOUR OFFICE.

Mar. 27.

Kamor, for Bangkok.  
Hyndford, for Karatu.  
Iohang, for Chinwantao.  
Anglin, for Singapore.  
Canton-maru, for Wakamatsu.  
Riojun-maru, for Sourabaya.

Signal, for Delhi.  
Assaye, for Shanghai.  
Wingsang, for Hongay.  
American, for K. O. Wan.  
Chowtal, for Bangkok.  
Haiyang, for Foochow.  
India, for London.  
Sosho-maru, for Canton.

## DEPARTED.

Rhosia, for Yokohama.  
Tungus, for Saigon.  
Schwarzburg, for Colombo.  
Sexta, for Bangkok.  
Linan, for Canton.  
Kueichow, for Tientsin.  
Shihli, for Canton.  
Chinhua, for Shanghai.  
Assaye, for Shanghai.  
Haiyang, for Foochow.  
Linan, for Canton.  
Iohang, for Chefoo.  
Chowtal, for Swatow.  
Kamar, for Siam.  
Wingsang, for Hongay.  
Anglin, for Swatow.

Per s.s. Sungkiang, arrived 27th inst. from Haiphong:—  
Ah Chow, Shuteke, Mr. and Fisher Mrs.  
Gauymon.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

Per s.s. Assaye, arrived 27th inst. from Bombay, &c.:—  
Austin, Mackenzie, Bonliner, Miss Nisison, Mr. & Chesney Mrs.  
Danson, Paine, Dr. and Ellis, Mrs.  
Goble, L., Read, Miss Gull, H., Stinson, C.  
Gillespie, A., Sawyer, Miss Hill, Capt. R., Thomas, Mrs. Hoffman, Mrs. Wharton, P. H. Hanlin, P. D. Wilkinson, W. Hayhurst, Miss Wood, Mrs. Harter, Mr. and Wakefield, W. Mrs. Yarrington, Mrs. Lanisher.

## WEATHER REPORT.

On the 28th at 11.10.—The depression which formed over S.W. Manchuria yesterday is now central to the north of Korea. The area of high pressure is now central over the S. coast of S. Japan.

Pressure is inclined to give way along the S. coast of China, but is stationary over the Philippines. Variable winds are indicated along the E. coast of China and moderate monsoon over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.  
1 Hongkong and Neighbourhood E. winds, moderate; fair.  
2 Formosa Channel N.E. winds, strong.

3 South coast of China between H.K. and Lamooka The same as No. 1.  
4 South coast of China between H.K. and Hainan The same as No. 1.

China Coast Meteorological Register.  
28th March, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

W'atsook 7 a.m. 29.92 32 100 — 0 o  
Nemuro 6 a.m. 30.10 — ssw 4  
Hakodate 30.07 — sw 6  
Tokio 30.24 — 0  
Kochi 30.29 — wsw 1  
Nagasaki 30.25 — sse 4  
Kshima 30.29 — 0  
Oshima 30.24 — ssw 1  
Naha 30.19 — 0  
Ishijima 30.11 — e 0  
Bonin Is. — — — — —  
Chefoo — — — — —  
Whaiwei 29.78 45 61 w 8 b  
Hankow — — — — —  
Iohang — — — — —  
Kiukiang 30.12 49 85 — 0 b  
Changsha — — — — —  
Shanghai 30.10 46 92 s 1 b  
Gutzlaff 30.05 50 — s 4 b  
Sharp P. 7 a.m. 30.20 59 — 0  
Amoy 6 a.m. 30.11 56 81 wsw 1 b  
Swatow 30.16 54 94 n 1 b  
Taichu 5 a.m. 30.13 — s 2  
Tainan 30.13 — n 4  
Koshun 30.08 — nw 2  
P'lores 30.13 — n 8  
Canton 30.17 61 77 — 0 b  
H'kong 6 a.m. 30.13 60 72 e 2 o  
Gap Rock 30.13 — ene 4 o  
Macao 30.11 58 — 0 of  
Wuchow 9 a.m. 30.20 60 79 ne 1 of  
Pakhoi — — — — —  
Hoihow — — — — —  
Phulien 6 a.m. 30.14 57 — ene 3 o  
Tourane 30.07 68 — 0 c  
O. St. J. 29.96 77 — ne 4 b  
Aparri 30.00 75 — e 1 p  
Manila 30.06 68 — nne 1 c  
Legaspi 29.97 75 — nne 1 b  
Iloilo 9 a.m. 29.95 82 — nw 2 b  
Bacolod 29.96 81 — nw 1 o  
Cebu 29.96 81 — e 2 o  
Labuan 29.93 83 — — — — —

T. F. Claxton, Director.  
Hongkong Observatory, Mar. 28.  
1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.  
2 Temperature, in the shade, in degrees Fahrenheit.  
3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.  
4 Direction of Wind, to two points.  
5 Force of Wind, according to Beaufort Scale.  
6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet, 0 Rain in inches, tenths and hundredths.

NETEOROLOGICAL.  
Previous Day On Date On Date  
Barometer 30.16 30.16 30.13  
Temperature 63 60 62  
Humidity 39 67 64  
Wind Direction E NE E  
Force 2 1 2  
Weather b o o  
Rain Highest open air Temperature on the 28th 61  
H.K. Observatory, 27th Mar., 1913.  
T. F. Claxton, Director.

TIDE TABLE.  
Mar. 24th to 30th Mar., 1913.

High Water. Low Water. High Water. Low Water.  
Mar. 24 11 10 11 10 11 10 11 10  
Mar. 25 11 10 11 10 11 10 11 10  
Mar. 26 11 10 11 10 11 10 11 10  
Mar. 27 11 10 11 10 11 10 11 10  
Mar. 28 11 10 11 10 11 10 11 10  
Mar. 29 11 10 11 10 11 10 11 10  
Mar. 30 11 10 11 10 11 10 11 10

High Water. Low Water. High Water. Low Water.  
Mar. 24 11 10 11 10 11 10 11 10  
Mar. 25 11 10 11 10 11 10 11 10  
Mar. 26 11 10 11 10 11 10 11 10  
Mar. 27 11 10 11 10 11 10 11 10  
Mar. 28 11 10 11 10 11 10 11 10  
Mar. 29 11 10 11 10 11 10 11 10  
Mar. 30 11 10 11 10 11 10 11 10

High Water. Low Water. High Water. Low Water.  
Mar. 24 11 10 11 10 11 10 11 10  
Mar. 25 11 10 11 10 11 10 11 10  
Mar. 26 11 10 11 10 11 10 11 10  
Mar. 27 11 10 11 10 11 10 11 10  
Mar. 28 11 10 11 10 11